

City and County of San Francisco
Department of City Planning

1000 VAN NESS AVENUE MIXED USE DEVELOPMENT/THEATER COMPLEX

Final Environmental Impact Report

94.618E
State Clearinghouse No. 95123031

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Draft EIR Publication Date: March 1, 1996
Draft EIR Public Hearing Date: April 4, 1996
Draft EIR Public Comment Period: March 1 to April 15, 1996
Final EIR Certification Date: May 23, 1996

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Changes from the text of the Draft EIR are indicated by solid dots (●) at the beginning of each revised section, paragraph, graphic or table.

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● CERTIFICATION MOTION

SAN FRANCISCO

CITY PLANNING COMMISSION

MOTION NO. 14121

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED MIXED USE DEVELOPMENT/ THEATER COMPLEX, LOCATED ON 1000 VAN NESS AVENUE AND 901 POLK STREET, BETWEEN O'FARRELL AND MYRTLE STREETS.

MOVED, That the San Francisco City Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as case file No. 94.618E: 1000 Van Ness Avenue: Mixed Use Development/Theater Complex, (hereinafter "Project") based upon the following findings:

1) The City and County of San Francisco, acting through the Department of City Planning (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et seq., (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

a. The Department determined that an EIR was required and provided public notice of that determination by publication in a newspaper of general circulation on December 15, 1995.

b. On March 1, 1996, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the City Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

c. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on March 7, 1996.

d. On, or about, March 1, 1996 copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.

e. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on March 1, 1996.

2) The Commission held a duly advertised public hearing on said Draft Environmental Impact Report on April 4, 1996, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on April 15, 1996.

- 3) The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 45-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a "Draft Summary of Comments and Responses," published on May 13, 1996, was distributed to the Commission and to all parties who commented on the DEIR, and was available to others upon request at Department offices.
- 4) A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses all as required by law.
- 5) Project Environmental Impact Report files have been made available for review by the Commission and the public, and these files are part of the record before the Commission.
- 6) On May 23, 1996, the Commission reviewed and considered the Final Environmental Impact Report and found that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31.
- 7) The City Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 94.618E: 1000 Van Ness Avenue: Mixed Use Development/Theater Complex reflects the independent judgment of the City and County of San Francisco, is adequate, accurate and objective, and that the Summary of Comments and Responses contains no significant revisions to the Draft Environmental Impact Report, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.
- 8) The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described and evaluated as the proposed project in the Environmental Impact Report:
 - a. Will not have a project-specific significant effect on the environment; and
 - b. Will have a cumulative significant effect on the environment, in that it would cause the Level of Service (LOS) at the Van Ness Avenue/O'Farrell Street intersection to worsen from LOS D to LOS F with cumulative conditions in year 2005. Project sponsor has agreed to pay the cost of implementation of a mitigation measure to improve LOS at the intersection from F to C. However, that measure must be approved by the Department of Parking and Traffic and Caltrans, which approvals must occur after EIR certification, and therefore

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cannot be guaranteed at this time. The measure is outside the jurisdiction of the Planning Commission or the ability of project sponsor alone to implement. If the mitigation measure is implemented, the project would not have a cumulative significant effect on the environment.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission at its regular meeting of May 23, 1996.

Linda Avery
Secretary

AYES: Commissioners Chinchilla, Hayden, Levine, Lowenberg, and Mills
NOES: Commissioner Marks
ABSENT: Commissioner Martin
ADOPTED: May 23, 1996

**1000 VAN NESS AVENUE MIXED USE DEVELOPMENT/THEATER COMPLEX
● FINAL ENVIRONMENTAL IMPACT REPORT**

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INTRODUCTION

This Environmental Impact Report (EIR) for the proposed 1000 Van Ness Avenue Mixed Use Development/Theater Complex incorporates information from the *Final Environmental Impact Report for the Van Ness Avenue Plan* (VNAP FEIR) (certified December 17, 1987, Case No. 87.586E); and a Negative Declaration for a prior residential development proposal for the project site (*Final Negative Declaration*, March 9, 1993, Case No. 91.356E).

The *Van Ness Avenue Plan* (VNAP), an area plan of the City and County of San Francisco *Master Plan*, sets forth objectives and policies for conservation and new development along the Van Ness Avenue corridor. The VNAP FEIR analyzed the effects of the proposed VNAP and attendant zoning. Potential impacts of development that could occur under the plan and zoning were discussed in the VNAP FEIR utilizing a methodology that involved calculation of maximum development potential on parcels within the plan area considered most likely to develop or redevelop over a 10-year period. These parcels are known as "soft sites." Pursuant to Section 15168 of the California Environmental Quality Act (CEQA) Guidelines, the VNAP FEIR can be considered a "Program EIR" for the plan area. Approximately 50 soft sites were included in the environmental analysis. The 1000 Van Ness Avenue building, formerly an auto showroom, was considered a soft site in the VNAP. The plan encouraged retention of the building while allowing its conversion to office use. The FEIR analyzed the environmental effects of office use for the project site. However, it did not consider development of 901 Polk Street, an adjacent site. Because the proposed project would generate greater cumulative impacts, primarily in the areas of transportation and related air quality, for the two parcels than those analyzed for the 1000 Van Ness parcel alone in the VNAP FEIR and the previous Negative Declaration for the two parcels, this EIR has been prepared. This EIR evaluates potentially significant environmental effects associated with the proposed 1000 Van Ness Avenue Mixed Use Development/Theater Complex. The analyses contained herein address project-specific impacts and cumulative impacts to which this project would contribute.

It is important to note that the forecasts of employment growth used in the Program EIR cited above were prepared before current economic conditions. As noted in the City Planning Department's *Commerce and Industry Inventory Update 1995*, San Francisco has experienced several years of job loss, although preliminary data for 1994 show no net employment decline. Therefore, the cumulative impacts related to employment activity have been overstated to date in the VNAP EIR.

Where information from the areawide EIR is presented in this EIR, it is incorporated by reference with a summary, pursuant to CEQA Sections 21061 and 21100 (see also State Guidelines Section 15150). This reference document is available for public review at the Office of Environmental Review, City Planning Department, 1660 Mission Street, San Francisco; at the San Francisco Main Library; and at various branch libraries.

I. SUMMARY

A. PROJECT DESCRIPTION AND SITE CHARACTERISTICS

Burnham Pacific Properties/Van Ness Limited Partnership (BPP/Van Ness L.P.), the project sponsor, proposes to develop an approximately 424,700-square-foot (sq.-ft.), eight-story, mixed use development/theater complex through demolition and new construction of one building, and the rehabilitation of an existing Landmark-designated building.

The project site is the half-block bounded by Van Ness Avenue and O'Farrell, Polk, and Myrtle Streets. The approximately 46,000-sq.-ft. site includes Lots 2 and 5 of Assessor's Block 715. The site contains a former auto sales, showroom, and service building, known as the Don Lee Showroom, at 1000 Van Ness Avenue (City Landmark 152 and a Significant Building in the *Van Ness Avenue Area Plan* [VNAP]), and a former auto sales and showroom building with rooftop parking on Polk Street. Both structures are currently vacant.

The proposed project would create a mixed use development with a cinema complex of 14 theaters with a total of about 3,500 seats; 453 parking spaces of which 53 would be for residents; a health club containing about 35,300 sq.ft.; approximately 6,100 sq.ft. of retail shops; about 18,400 sq.ft. of restaurant space; and about 50 residential units. The project would rehabilitate, including exterior and interior alterations, the 120-foot-high, eight-story, 208,000-sq.-ft., Landmark-designated building at 1000 Van Ness Avenue; and demolish a 16,000-sq.-ft. building and construct a new 226,800-sq.-ft., 130-foot-high structure on the lot at 901 Polk Street. All parking would have ingress and egress from O'Farrell Street. Residents would use a separate garage entrance and exit on O'Farrell Street, and the residential lobby would be located on Myrtle Street. The one loading dock for the project would be accessed from Myrtle Street.

The project would retain the 1000 Van Ness Avenue building's existing former auto showroom/lobby with some alterations, and would restore and/or replicate the historic facade, including the windows, doors, and cornice.

The project would reuse or replace about 224,000 sq.ft. of existing vacant space (208,000 sq.ft. at 1000 Van Ness Avenue of which 9,400 sq.ft. would be demolished, and 16,000 sq.ft. at 901 Polk Street which would also be demolished) with a total of 424,700 sq.ft. (including 198,600 sq.ft. at 1000 Van Ness Avenue and 226,100 sq.ft. at 901 Polk Street), a net addition for the entire site of about 200,700 sq.ft.

The project would require the following approvals:

- The City Planning Commission must certify the EIR; recommend to the Board of Supervisors approval for the proposed zoning map amendment to the *City Planning Code* to change part of the site from NC-3 to RC-4/VNSUD; recommend to the Board of Supervisors approval of an ordinance to amend the *City Planning Code* to allow restoration and replacement of signage on the exterior of Landmark-designated buildings in the VNSUD; approve a Certificate of Appropriateness for alternations to a Landmark-designated building following review and recommendation by the Landmarks Preservation Board; approve Conditional Use Authorization for a building exceeding a height of 40 feet and commercial use above the ground floor and as a Planned Unit Development, exceptions from certain Planning Code requirements, including parking, rear yard, bulk, cornice projection, wind, sign height; and find the project consistent with the Priority Policies of Section 101.1 of the *City Planning Code* and applicable Objectives and Policies of the City Master Plan. The Planning Department must approve demolition and construction permits.
- The Board of Supervisors must approve an amendment to the zoning map of the *City Planning Code* (reclassification of property), which would extend the Van Ness Special Use District (VNSUD) to Polk Street on the project site, and an ordinance to amend the *City Planning Code* to permit restoration and replacement of signage on Landmark-designated buildings in the VNSUD. Both actions required signature by the Mayor.
- The Department of Public Works, Bureau of Engineering must approve a lot merger, and the Department of Public Works must approve a proposed sidewalk vault on Myrtle Street.
- The Department of Parking and Traffic must approve proposed loading zones (white and yellow curbs) and handicap designation of metered parking spaces.
- The Department of Building Inspection must approve a lot merger, demolition and construction permits.

Construction of the mixed use theater complex would take about 13 months, including interior finishing, after which initial occupancy would occur. Estimated construction cost of the project would be about \$30 million (1996 dollars), including demolition of the 901 Polk Street building;

excavation; rehabilitation of the 1000 Van Ness Avenue building; and construction of the new building on the 901 Polk Street site.

Field Paoli of San Francisco is the lead project architect; David Baker Associates of San Francisco is responsible for the design of the housing units, and Page & Turnbull is the historic preservation architect.

B. MAIN ENVIRONMENTAL EFFECTS

LAND USE AND ZONING (Pages 57 to 60)

The uses proposed with the project would be consistent with Section 243(b), Van Ness Special Use District, Purposes, that establishes zoning requirements for Van Ness Avenue.

The project would be a principal permitted use without rezoning under Sections 243 (VNSUD) and 712.1, NC-3 - Moderate-Scale Neighborhood Commercial District, of the Code. However, under current NC-3 zoning on the Polk Street side, movie theaters above the second floor are not permitted. The project sponsor has applied for an amendment to the zoning map of the *City Planning Code* to extend the VNSUD to Polk Street (the NC-3 portion of the site). The NC-3 part of the site would be reclassified from NC-3 to RC-4/VNSUD, making the entire site RC-4/VNSUD. The project sponsor has also applied for an amendment to the *City Planning Code* to allow restoration and replacement of signage on the exterior of Landmark-designated buildings in the VNSUD.

The floor area ratio (FAR) in the RC-4/VNSUD portion of the site is 7:1, inclusive of dwelling units. The FAR in the NC-3 portion of the site is 3.6:1. The calculated project FAR would be 5.4:1, allowable within the Code, if the zoning map were amended to include the entire site as VNSUD.

The site is also in two height and bulk districts, 130-V and 130-E, the boundaries of which correspond, respectively, to the RC-4 and NC-3 use districts described above. The proposed project would not exceed 130 feet at its highest point. The maximum plan dimensions in the respective height and bulk districts are 100 feet in length and 140 feet in diagonal dimension. The new addition to the 1000 Van Ness Avenue building would be 173 feet in length and 211 feet at the diagonal with no set backs (i.e., the dimensions of the structure would be the same at ground level and above 50 feet). Even with the rezoning of the NC-3 portion of the site, the

project would require an allowable exception to the bulk requirements of the *City Planning Code* as part of the Planned Unit Development process.

ARCHITECTURAL AND HISTORIC RESOURCES (Pages 60 to 68)

The project would demolish one building at 901 Polk Street and rehabilitate a City Landmark for adaptive reuse. The 901 Polk Street building is not rated in any survey for historical and architectural significance. The 1000 Van Ness Avenue building is a City Landmark and was rated "2" in the 1976 Planning Department survey, and included in the list of significant buildings in the VNAP. The structure of the building is historically significant for its fine materials and detailing, characteristic of the evolution of commercial architecture in the first quarter of the 20th Century. The building and project site have associations with architect Charles Peter Weeks, owner Don Lee and his radio network, station KFRC, and literary figure Alice B. Toklas. Except for the removal of its large cornice and signs, the building has suffered little loss of integrity.

The project would include an overall restoration and rehabilitation of the north, west, and south elevations on the exterior and the showroom (ground floor) and second floor landing on the interior. Replication/replacement of the missing metal cornice would restore the integrity of the most important exterior elevations. The work would also entail restoration (repair, replacement and refinishing) of exterior elements, including terra cotta, stucco, windows (frame, sash, trim, spandrel panels, and sheet metal ornament), and doors. On the interior, the showroom would be retained and restored, with the existing fluorescent light fixtures removed and replaced with fixtures intended to be compatible with the historic design of the space. Other original finishes would be retained, and, missing architectural detail such as some plaster and tile would be replicated.

On the exterior, the greatest change proposed by the project would be the demolition of the east wall of the building. Removing the east wall of the building would be acceptable under the *Secretary of the Interior's Standards for Rehabilitation* (Secretary's Standards), according to the historic preservation consultant, because the wall is utilitarian, was originally intended to be temporary, and could be rebuilt in the future if the addition were removed.

Lesser changes are proposed for the 1000 Van Ness Avenue building's other three elevations.

- New signs similar to the original signs in size, design, and location would be replicated on the north and southwest corners of the building. On each elevation except the east, the original windows

would be left in place, but some would become blind windows or would have vertical partitions in window spaces, which could cause a change to their exterior appearance.

The approximately 227,000-sq.-ft. new structure extending to the east lot line would match the parapet height of the existing 1000 Van Ness Avenue building. Adding onto the historic building is permitted under the Secretary's Standards. The addition is intended to be compatible with the existing 1000 Van Ness Avenue building in massing, size, and scale, and related to the older building through the use of dryvit/stucco and terra cotta or a similar material. The differences in design between the new addition and the existing 1000 Van Ness Avenue building, while differentiating new construction from old, should be compatible in architectural detail according to the Secretary's Standards.

The most important change to the Landmark building interior would be the creation of an eight-story atrium centered in the two easternmost bays. Creation of this primary vertical circulation space would involve cutting seven floor plates and removing one column; two new columns not aligned with the existing column grid would be added.

In the opinion of the historic preservation consultants, the project would comply with the Secretary's Standards. The conversion of uses from car dealer and radio station to retail, movie theater, and residential units would require "minimal change to the defining characteristics of the building," as stipulated by the Secretary's Standards. The project would preserve distinctive features, finishes, and examples of craftsmanship that characterize the 1000 Van Ness Avenue building.

SHADOW (Pages 69 and 70)

The proposed project would comply with the shadow regulations as stated in *City Planning Code* Section 295 (Proposition K, Sunlight Ordinance). It would not newly shade any open space protected by Section 295.

TRANSPORTATION (Pages 71 to 93)

The 1000 Van Ness Avenue project would generate about 13,216 net new person trip-ends (PTEs) on a weekday and about 18,344 PTEs on a weekend day. During the p.m. peak hour (4:30 to 5:30 p.m.), the project would generate about 2,001 PTE on weekdays and about 3,159 PTE on a weekend day.

Of these, the project would generate a total of about 2,404 net new weekday vehicle trips and about 3,349 weekend day vehicle trips. During the evening weekday p.m. peak hour, about 359 vehicle trips would be generated by the project and approximately 566 vehicle trips would occur in the weekend p.m. peak hour.

Four signalized intersections analyzed in the project vicinity include Van Ness Avenue/Geary Street, Van Ness Avenue/O'Farrell Street, Polk Street/O'Farrell Street, and Polk Street/Geary Street. Existing traffic conditions were evaluated for the weekday p.m. peak hour (4:30 to 5:30 p.m.) and weekend (Saturday) p.m. peak hour (4:30 to 5:30 p.m.). Three study intersections (Polk/O'Farrell, Polk/Geary Streets, and Van Ness Avenue/Geary Street) are currently operating at level of service (LOS B) under both weekday and weekend p.m. peak-hour conditions. The Van Ness Avenue/O'Farrell Street intersection operates at LOS B during the weekday p.m. peak hour and LOS D during the weekend p.m. peak hour.

The addition of project-generated traffic would result in increases in delays at all study intersections. Under weekday p.m. peak-hour conditions, all intersections would remain operating at acceptable service levels (i.e., LOS D or better). During weekend p.m. peak-hour conditions, project-related traffic would cause the Van Ness Avenue/O'Farrell Street intersection to deteriorate from LOS D to LOS F. A mitigation measure that would change the southbound Van Ness Avenue left turn signal timing would improve the service level to LOS B. All other study intersections would operate at acceptable service levels under weekend p.m. peak-hour conditions.

Under cumulative growth conditions in 2005, the Van Ness Avenue/O'Farrell Street intersection would operate at LOS F during the weekend p.m. peak hour. The above mitigation measure, if implemented, would improve the service level to LOS C. The Polk Street/O'Farrell Street intersection would deteriorate from LOS C to LOS E during the weekend p.m. peak hour; this effect would be the result of cumulative traffic conditions, rather than the addition of project-related traffic alone. With the mitigation to change the signal timing at this intersection, the service level could be LOS D. The other study intersections would remain operating at acceptable service levels (i.e., LOS D or better).

An arterial analysis was conducted for segments of Van Ness Avenue from Sutter to Eddy Streets. All travel speeds and service levels would remain essentially the same with the addition

of project-related traffic. There would be no change in the LOS for weekday p.m. peak-hour conditions. Although the addition of project-related traffic in the southbound direction of Van Ness Avenue during the weekend p.m. peak hour would cause the overall section speed to decrease (from 13 mph to 12.7 mph), the arterial would continue to operate at the acceptable service level of LOS D. Under the future 2005 cumulative weekday and weekend p.m. peak-hour conditions, the southbound arterial segment of Van Ness Avenue between Post and Geary Streets would change from LOS D to LOS E during the weekend p.m. peak hour. The overall section of southbound Van Ness Avenue between Sutter and Eddy Streets, however, would continue to operate at the acceptable service level of LOS D.

The site is well-served by both local and regional transit carriers. Ten MUNI lines and one Golden Gate Transit line stop within one and one half blocks of the project site. The proposed project would generate approximately 460 new transit trips (or about 230 inbound and 230 outbound) during the weekday p.m. peak hour, and approximately 780 new transit trips (or about 390 inbound and 390 outbound) in the weekend p.m. peak hour. There would be sufficient capacity to accommodate the additional transit trips. Project transit trips would contribute to an overall increase in cumulative ridership.

With the addition of project-generated pedestrian traffic at the Van Ness Avenue/O'Farrell Street intersection under both weekday and weekend p.m. peak-hour conditions, operation of all crosswalks would remain at acceptable service levels.

- The *City Planning Code* requirement for the proposed project would be 678 parking spaces. The project demand calculated utilizing San Francisco Planning Department methodology was estimated to be 300 parking spaces during the weekday peak parking demand period and 442 spaces during the weekend peak parking demand period. The proposed project would supply a total of 453 parking spaces, of which 400 spaces would be provided for commercial uses and
- 53 spaces for residential uses. This would be 225 spaces less than the requirement. The highest estimated parking demand for the commercial uses of the project would be for 383 spaces for the weekend peak (between approximately 7:30 to 8:30 p.m.). The project would provide 400 commercial parking spaces and would thus meet the highest parking demand. The estimated parking demand for the residential component of the project would be for 59 spaces during the same evening period. The project would provide 53 residential parking spaces, creating an unmet parking demand for nine spaces for the residential uses. The project would

result in a loss of approximately seven on-street parking spaces. The demand for these on-street parking spaces could be met by the excess capacity available in the project's commercial parking garage or other off-street parking, or parkers would have to park farther away or shift travel mode.

The *City Planning Code* requires that the project provide one loading space. One space would be provided in a loading dock for the project on Myrtle Street about 180 feet east of Van Ness Avenue. The estimated demand for delivery/service to the project would be about 83 trips per day, which corresponds to a demand for 3.8 spaces on the average hour or 4.8 spaces in the peak hour (occurring between 11:00 a.m. and 1:00 p.m.). The estimated loading demand for the project would be met by available on-street spaces for pick-up/delivery trucks. The on-site truck loading space would be angled approximately 10 degrees to increase the visibility of truck drivers backing into the loading dock.

Most of the staging for the bulk of the construction materials would occur along Myrtle Street. For approximately 12 months during the construction period, the southern sidewalk and parking lane would be used for staging purposes. A covered temporary pedestrian walkway would be constructed along the western sidewalk and parking lane on Polk Street and along the eastern sidewalk on Van Ness Avenue. All travel lanes on Van Ness Avenue, and Polk and O'Farrell Streets are expected to remain open during the construction period. During the peak construction period, there would be a temporary parking demand for approximately 100 spaces for construction workers. For about six months, this additional parking demand from construction workers would not be met on-site. Workers would have to shuttle or park farther away or shift travel modes.

AIR QUALITY (Pages 93 to 96)

Project traffic and cumulative development would increase curbside carbon monoxide concentrations at selected local intersections by up to 0.2 parts per million (PPM) for the 1-hour averaging time and by up to 0.1 PPM for the 8-hour averaging time; concentrations would remain well below the applicable state/federal standards and, thus, would not have a potentially significant effect on air quality. The project would contribute less than 1 percent to the transportation-related emissions inventory for San Francisco, which is below the 1-percent threshold of potential significance. However, emissions of particulates generated by the project together with cumulative development, would increase particulate concentrations, which would

increase the frequency of fine particulate matter standard violations in San Francisco, with proportionally increased health effects and reduced visibility.

C. MITIGATION MEASURES

Primary measures that would mitigate potentially significant environmental effects are presented below. A full recitation of mitigation measures proposed as part of the project or under consideration by the project sponsor, and those under the jurisdiction of other agencies is presented on pages 98 through 104.

MEASURES PROPOSED AS PART OF THE PROJECT

- The sponsor would retain the services of an archaeologist.

Given the location and depth of the excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. Following demolition of buildings onsite, but during removal of foundation materials if determined necessary by the archaeologist, as well as during excavation, the archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings, or trenches, and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual onsite as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities that the archaeologist and the ERO jointly determine

could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of 4 weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

- During the construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. to minimize peak-hour traffic (including transit) conflicts. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, Golden Gate Transit, and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops), and pedestrian circulation impacts during construction of this project and other nearby projects that are planned for construction or which later become known. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would ensure that the construction contractor coordinate with construction contractor(s) for any concurrent nearby projects that are planned for construction or become known.
- During periods when through traffic on Myrtle Street would be obstructed by construction activity, the project sponsor would make arrangements with the contractor to employ traffic control personnel to redirect traffic accordingly. This action must be approved by the Department of Parking and Traffic through the "Request for Special Traffic Permit" process.
- The sponsor would consult with MUNI staff regarding use of the bus stop on the site frontage during project construction. Upon concurrence of MUNI staff, a temporary platform would be constructed at the existing MUNI bus stop on the project's western frontage, near the Van Ness Avenue/O'Farrell Street intersection, to accommodate transit patrons during the time that the existing MUNI stop is removed.
- The ramp leading to the project parking area would include warning device(s) (lighted signs) to alert pedestrians to vehicles exiting the structure, and signage to alert exiting drivers to pedestrians.

- The project sponsor has agreed to prepare a soils investigation report for the project site by a qualified consulting firm (with California-licensed Geotechnical Engineers). As part of the study, the soils would be tested for the presence of any hazardous contamination that might be found at the project site, including PCB-containing materials. In the event that any hazardous wastes are identified which exceed the City, State and Federal standards (including acceptable levels of petroleum hydrocarbons at Class II or III landfills), the project sponsor would agree to implement a Site Mitigation Plan (SMP) prepared by the consultant. The SMP would detail the specific treatment of wastes, including sampling, monitoring and other soil handling procedures to be performed by a licensed contractor in accordance with the state and federal regulations and the site specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. Remediation of any hazardous contamination that might be found at this property would be, as delegated by the California EPA Department of Toxic Substances Control (DTSC), under the supervision of the San Francisco Department of Public Health (DPH). The SMP would also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been remediated, the consultant that prepared the SMP would certify that the site is clean and useable for the proposed project.

Further testing for lead dust would be conducted at 1000 Van Ness Avenue by a certified lead inspector and the results used by certified toxicologists to determine if health based risks from exposure to lead dust exist; for 901 Polk, additional samples would be collected and sent to a certified analytical laboratory for analysis, or the building would be inspected by a certified lead inspector. Health and safety measures acceptable to the City Department of Public Health would be implemented prior to any major reconstruction on the site.

In order to reduce potential injury to building occupants during an earthquake or other catastrophic emergency, an excavation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants/visitors concerning what to do in the event of a disaster.

- The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6,

1991, requires that nonpotable water be used for dust-control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the City Clean Water Program for this purpose.

- Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.
- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be carried out to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

MEASURES THAT COULD BE IMPLEMENTED BY OTHER AGENCIES

- To improve LOS from F to C with cumulative conditions in year 2005, the existing signal timing at the Van Ness Avenue/O'Farrell Street intersection could be modified to include the installation of a southbound left-turn green arrow that would clearly indicate when a protected left-turn movement would be allowed. The green time for this protected phase would be increased from the current two seconds to a maximum of six seconds, while the 33-second permitted phasing would still be allowed. A vehicle detector would be installed that would be capable of varying the duration of the left turn signal in response to left turn demand. This action would require Traffic Engineering Division of the Department of Parking and Traffic approval (if necessary, in coordination with the Department of Public Works). The action would also require approval by Caltrans. The project sponsor would fund all required changes to the intersection.
- To improve LOS from E to D with cumulative conditions in year 2005, the existing signal timing at the Polk Street/O'Farrell Street intersection could be modified to increase the green time on the northbound/southbound approaches on Polk Street. This action would require Traffic Engineering Division of the Department of Parking and Traffic approval (if necessary, in coordination with the Department of Public Works). The project sponsor would fund all required changes to the intersection.

D. ALTERNATIVES TO THE PROPOSED PROJECT

ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the project site. The proposed project would not be built and there would be no construction on site. Under this alternative, the 1000 Van Ness Avenue building would not be rehabilitated and adaptively reused. The 901 Polk Street building and rooftop parking would be retained. This alternative would not preclude redevelopment of all or part of the project site in the future, with larger or smaller development than the project as proposed.

If this alternative were implemented, none of the impacts associated with the proposed project would occur. The environmental characteristics of this alternative would be generally as described in the Environmental Setting sections of this report and the Initial Study. The NC-3 portion of the site would not be rezoned to RC-4/VNSUD. Restored or replacement signage would not be permitted on Landmark-designated buildings in the Van Ness Avenue Plan area. There would be no adverse or beneficial effects on urban design or architectural resources, as no rehabilitation of the Landmark 1000 Van Ness Avenue Building would occur. Construction transportation, noise, and air quality impacts associated with the demolition of the 901 Polk Street building and the excavation and construction of the project would not occur. Transportation and air quality conditions as base conditions with cumulative development, would continue to exist around the site. Existing potential hazards, such as asbestos would remain or be remediated separately from the project. Project excavation would not occur. Therefore, workers and others would not be exposed to potential hazardous materials in the soil; neither would such potential hazard be remediated. Employment on the site would not occur. Any potential effects on subsurface cultural resources would not occur.

ALTERNATIVE B: NO EXCEPTIONS TO THE PLANNING CODE

This alternative would be a project complying with the *City Planning Code* including the specific provisions for the two zoning districts on the site (RC-4/VNSUD and NC-3), without allowable exceptions to the Code and without zoning reclassification to 1) change part of the site from NC-3 to RC-4/VNSUD or 2) to allow restored or replacement signs on Landmark buildings in the Van Ness Avenue Plan area. On the NC-3 portion of the site, residential uses would be included above 40 feet with ground-level retail uses and parking, because theaters above the second floor

are not permitted in NC-3 districts. There would be no signs on the building similar to the old signs.

The 1000 Van Ness Avenue building would be retained and a new building constructed at 901 Polk Street. This alternative would contain a mix of lower intensity retail/commercial uses and fewer parking spaces than the proposed project, but a greater number of housing units, including live/work units. In the NC-3 portion of the site, there would be about 42 housing units (about eight less than the proposed project), about 9,000 sq.ft. of retail uses, and approximately 140 parking spaces. In the 1000 Van Ness Avenue building, there would be about 50 parking spaces (for a project total of 190 spaces, or 263 less than the proposed project), about 79 live/work units (approximately 2,000 sq.ft. each), and approximately 18,000 sq.ft. of ground floor retail use (for a total retail use of 27,000 sq.ft., which is about 127,600 sq.ft. less than the proposed project combinations of theaters, retail space, restaurant use, and health club). This alternative would not include a rezoning of the Polk Street side use district or to allow project signage, or an exception to the Code for bulk, parking, rear yard, or wind. No loading space would be required. The new building would be 130 feet high, the same as the proposed project, but would be set back from Polk Street about 74 feet to conform to the bulk limitations.

Urban design and visual quality effects under this alternative would differ from those of the proposed project. Because the new addition would be a U-shaped building on a podium set back on the south, east, and north sides, the bulk of the alternative structure would be less than that of the proposed project. Under this alternative, shadow from the new building would be less than that of the proposed project. Ground-level wind conditions under this alternative on O'Farrell, Polk, and Myrtle Streets could be less than those under the proposed project. Trip generation, parking demand, and transit ridership under this alternative would be less than that of the proposed project. Consequently, traffic and air quality effects on local intersections would be correspondingly lower. This alternative would have fewer employees than the proposed project but more people living in the residential and live/work units.

ALTERNATIVE C: HOUSING

This alternative would be an adaptive reuse of the 1000 Van Ness Avenue building and the construction of a new building at 901 Polk Street, totalling about 290,000 sq.ft. (about 134,700 sq.ft. less than the proposed project). The 1000 Van Ness Avenue building would contain about 138 dwelling units and 12 penthouse units in 2 floors of new construction (for a total of 150

units), about 5,500 sq.ft. of ground level commercial space, about 9,400 sq.ft. of lobby area including the retention of the historic features of the automobile showroom, and basement parking. The 901 Polk Street building component would total about 63,000 sq.ft., including about 37,000 sq.ft. of residential space (about 40 dwelling units) in three new floors in a U-shaped building open to the west, above approximately 25,000 sq.ft. of parking in an existing podium level, and about 2,000 sq.ft. of ground floor commercial space. Altogether, in both buildings, 190 dwelling units would be provided (about 140 more than the proposed project). About 210 parking spaces would be available (about 240 less than the proposed project). About 8,000 sq.ft. of open space would be located primarily in a courtyard between the two buildings, and in decks for penthouse units. Two floors would be added to the existing 120-foot-tall 1000 Van Ness Avenue building, resulting in a 130-foot-tall structure. This alternative would replace a 12-foot-tall building on the Polk Street frontage with a 60-foot-tall structure (about 70 feet lower than the proposed project). The alternative would require a Certificate of Appropriateness for alternations to a City Landmark, Conditional Use authorization as a Planned Unit Development (PUD), and a Variance from loading requirements (the proposed project would require the same actions, except the Variance).

Under this alternative there would be different alteration of the 1000 Van Ness Avenue building than under the proposed project. The east wall would not be removed as in the proposed project. The urban design and visual quality effects under this alternative would differ from those of the proposed project. The new structure would be about one-half as tall as the proposed project and would be a distinct U-shaped building separated from the 1000 Van Ness Avenue building by about 40 feet. The ground-level wind conditions of this alternative would be less than those of the proposed project, as the 901 Polk Street building would be one-half the height of the proposed new addition and would be separated from the 1000 Van Ness Avenue building. Shadow would be less than with the proposed project.

This alternative would generate fewer overall trips than the proposed project. About 66 additional vehicle trips in the weekday p.m. peak hour (about 52 residential and 14 commercial) would occur and LOS at any of the studied intersections would not change. Compared to this alternative, the proposed project would generate about 359 p.m. weekday peak-hour trips and 566 p.m. weekend peak-hour trips, and would cause increased delays at all the study intersections, particularly under weekend p.m. peak-hour conditions at the Van Ness Avenue/O'Farrell Street intersection, which would deteriorate from LOS D to LOS F and

Polk/O'Farrell Streets intersection, which would deteriorate from LOS B to LOS E. This alternative would not cause a change in levels of service. This alternative would create a demand for 230 parking spaces compared to the proposed project demand for 300 on weekdays and 442 on weekends. There would be about 230 fewer employees than the proposed project, although more people would reside full time at the project site. Compared to the proposed project, this alternative would generate about the same demand for public services and energy because of the greater number of residents who would reside on the site. Effects related to geology and hydrology and potential subsurface cultural resources would be less than those of the proposed project because excavation at 901 Polk Street would be limited to foundation work at the Polk Street ground level, compared to the proposed project which would be 50 feet below grade at the Polk Street part of the site for its parking garage

ALTERNATIVE D: SMALLER PROJECT

This alternative would have the same uses as the proposed project, but would be smaller. This alternative's cinema theater complex would contain about 1,500 seats in about 6 theaters, compared to 3,500 seats and 14 theaters with the project. There would be about 25 housing units (compared to 50) and approximately 30,000 sq.ft. of retail space that could contain a restaurant of around 6,000 sq.ft. (compared to 59,800 sq.ft. of retail in the project, including two restaurants and the health club). There would be a parking facility that would have 25 spaces for residential use and about 200 spaces for movie/retail patrons (compared to 453 total spaces with the project). This alternative would entail the demolition of the 901 Polk Street building and the construction of a building, about 100 feet tall that would contain seven theaters and a parking garage. Alterations to 1000 Van Ness Avenue building would be similar to those of the proposed project; the east wall of the building would be removed to allow the new structure to be an integrated part of the entertainment/ residential complex that would contain parking and theaters with an atrium, and the historic lobby would be restored and would contain the main entrance to the theaters and retail space. About 25 housing units would be in the top two floors of the 1000 Van Ness Avenue building and the roof would contain open space. This alternative would also require rezoning of part of the site and to allow signage.

This alternative would have different urban design and visual quality effects than the proposed project. The 901 Polk Street addition would be about 30 feet lower than the proposed project and would appear less bulky. Architectural rehabilitation of the 1000 Van Ness Avenue building's east foundation would be less extensive under this alternative than under the proposed project.

The ground-level wind conditions on the sidewalks of O'Farrell, Myrtle, and Polk Streets would likely be less than the proposed project since the 901 Polk Street building would be smaller. Shadows would be less than the proposed project.

This alternative would generate fewer overall vehicle trips than the proposed project. There would be about 140 p.m. weekday peak-hour trips and 225 p.m. weekend peak-hour trips (compared to 359 p.m. weekday peak-hour trips and 566 p.m. weekend peak-hour trips for the proposed project). Under this alternative the LOS for the studied intersections would deteriorate to a lesser extent than that of the proposed project, but would cause increased delays at all the study intersections, particularly under weekend p.m. peak hour conditions at the Van Ness Avenue/O'Farrell Street intersections (which would still deteriorate from LOS D to LOS F under both existing plus alternative and year 2005 cumulative conditions, the same as the proposed project). This alternative would create a demand for 141 parking spaces on weekdays and 210 spaces on weekends, compared to the project demand for 300 on weekdays and 442 on weekends.

There would be an increase in employment of about 120 persons, compared to about 250 for the proposed project. Compared to the project, this alternative would result in a lower demand for public services and energy. Effects related to geology and hydrology and potential subsurface cultural resources would be similar to those of the proposed project, although at a smaller magnitude, as the excavation for this alternative would be down to 10 feet at the Polk Street side of the site, compared to a depth of 50 feet for the proposed project.

E. ISSUES TO BE RESOLVED

There has been no controversy about the environmental impacts of the project to date. Issues to be resolved include how to address traffic impacts at the O'Farrell/Van Ness Avenue intersection (a deterioration from existing LOS D to LOS F with existing plus project and with cumulative conditions in year 2005) to reduce those impacts to a less than significant level, and regarding architectural and historic resources, the relationship of proposed new construction at 901 Polk Street to the existing Landmark building at 1000 Van Ness Avenue.

The City Planning Commission (or Board of Supervisors upon any appeal of Conditional Use authorization) will decide whether to approve or disapprove the proposed project after review and certification of the EIR. In selecting or rejecting project alternatives, decision makers may also make use of other information in the public record.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

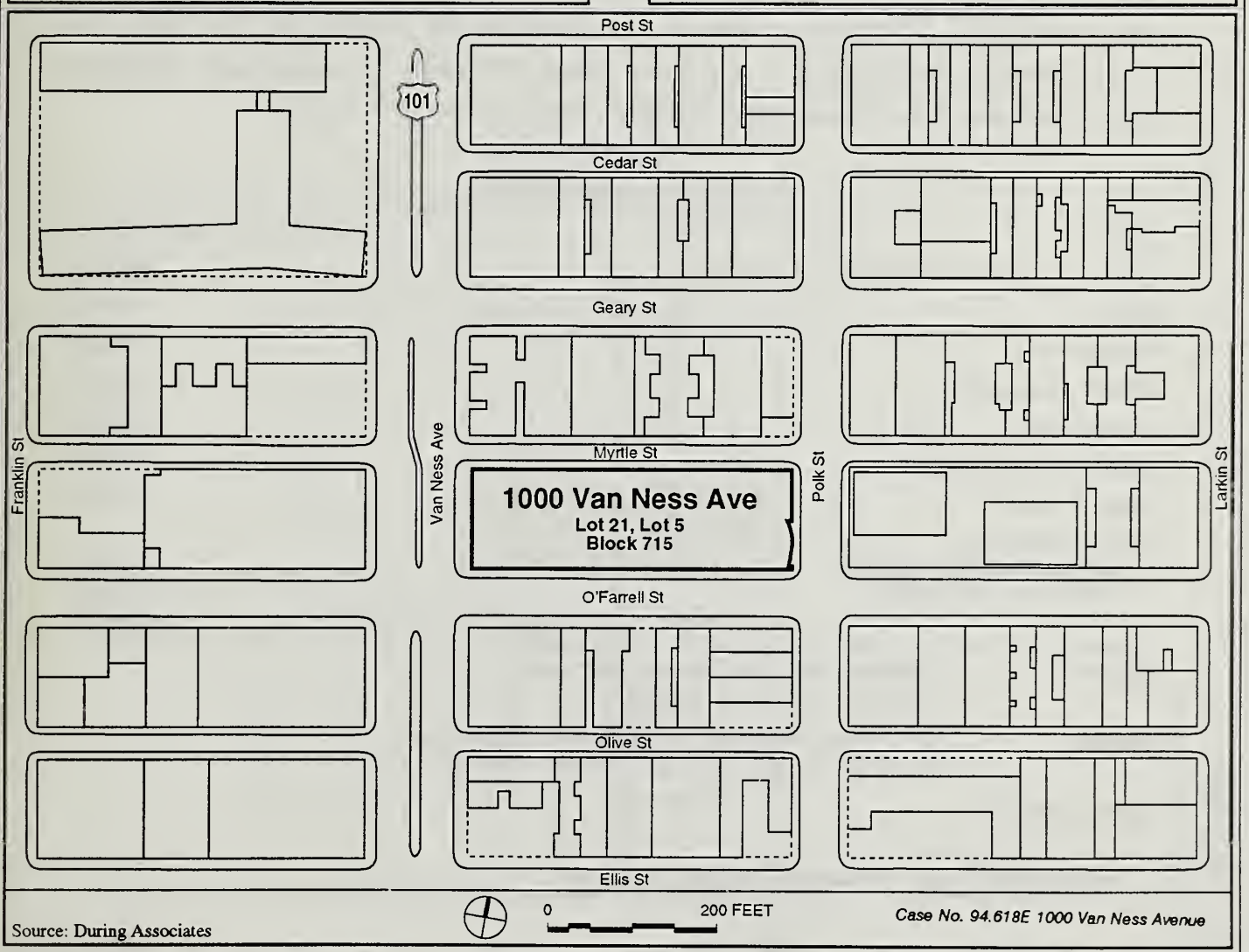
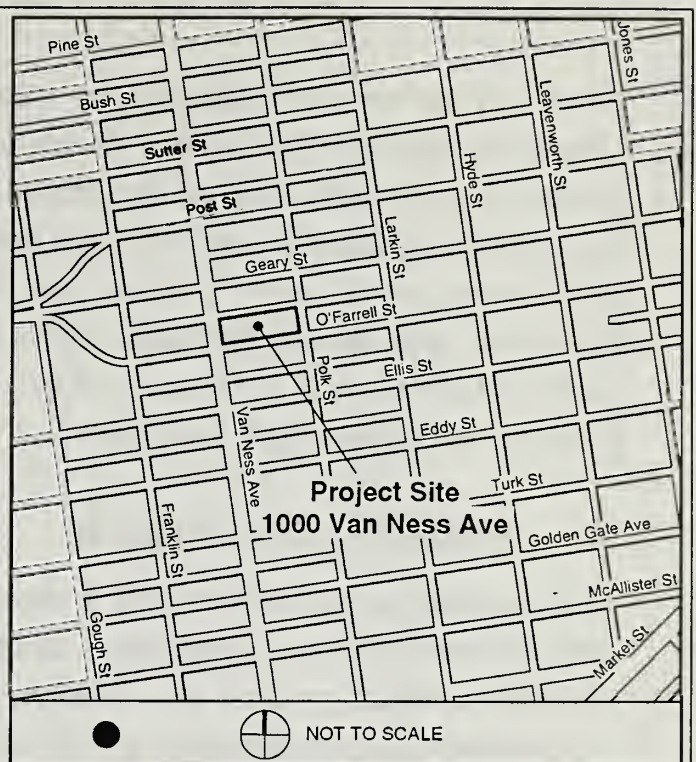
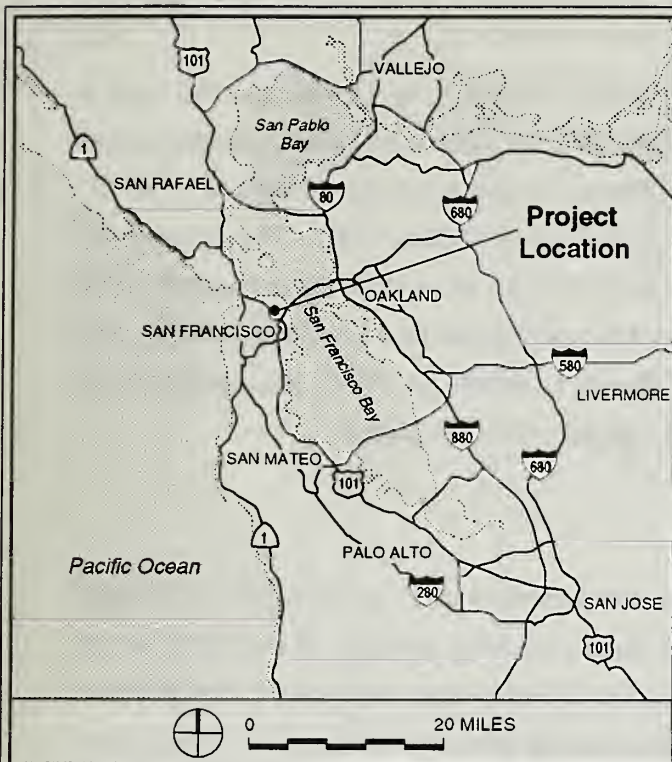
Burnham Pacific Properties/Van Ness L.P. (BPP/Van Ness L.P.), the project sponsor, proposes to develop an approximately 424,700-square-foot (sq.-ft.), eight-story, mixed use development/theater complex through demolition and new construction of one building, and the rehabilitation of an existing Landmark-designated building. The project sponsor has the following project objectives:

- Develop a high-quality mixed use entertainment/residential complex that meets the objectives of the *Van Ness Avenue Area Plan* (VNAP), and incorporates rehabilitation of the Landmark 1000 Van Ness Avenue Building, including the historic auto showroom/lobby, and replication of the original cornice
- Fully comply with the U.S. Department of Interior's Standards for Rehabilitation of Historic Buildings
- Anchor the Van Ness Avenue corridor between the Civic Center and the Sutter Street cinema/electronics, retail/commercial area and improve the pedestrian and evening environment on Van Ness Avenue
- Construct a new building that would complement the scale and finish of the 1000 Van Ness Avenue structure
- Develop an urban entertainment complex that features cinemas, restaurants, retail uses, and on-site parking, that will be a national model of historic rehabilitation combined with state-of-the-art entertainment technology
- Develop prime housing units with available parking
- Complete the project on schedule and within budget

Field Paoli of San Francisco is the lead project architect; David Baker Associates of San Francisco is responsible for the design of the housing units, and Page & Turnbull is the historic preservation architect.

B. PROJECT LOCATION

The project site is the half-block bounded by Van Ness Avenue and O'Farrell, Polk, and Myrtle Streets (Figure 1, page 21). The approximately 46,000-sq.-ft. site includes Lots 2 and 5 of Assessor's Block 715. The site contains a former auto sales, showroom, and service building,



PROJECT LOCATION

FIGURE 1

known as the Don Lee Showroom, at 1000 Van Ness Avenue (City Landmark 152 and a Significant Building in the *Van Ness Avenue Area Plan*), and a former auto sales and showroom building with rooftop parking on Polk Street. Both structures are currently vacant. The KFRC radio station occupied the 1000 Van Ness Avenue building from 1926 to 1957. The project site is within two zoning districts: 1000 Van Ness Avenue is within an RC-4 (Residential Commercial Combined: High Density) Use District, the Van Ness Avenue Special Use District (VNSUD), and a 130-V Height and Bulk District; and 901 Polk Street is within an NC-3 (Moderate Scale Neighborhood Commercial) Use District and 130-E Height and Bulk District.

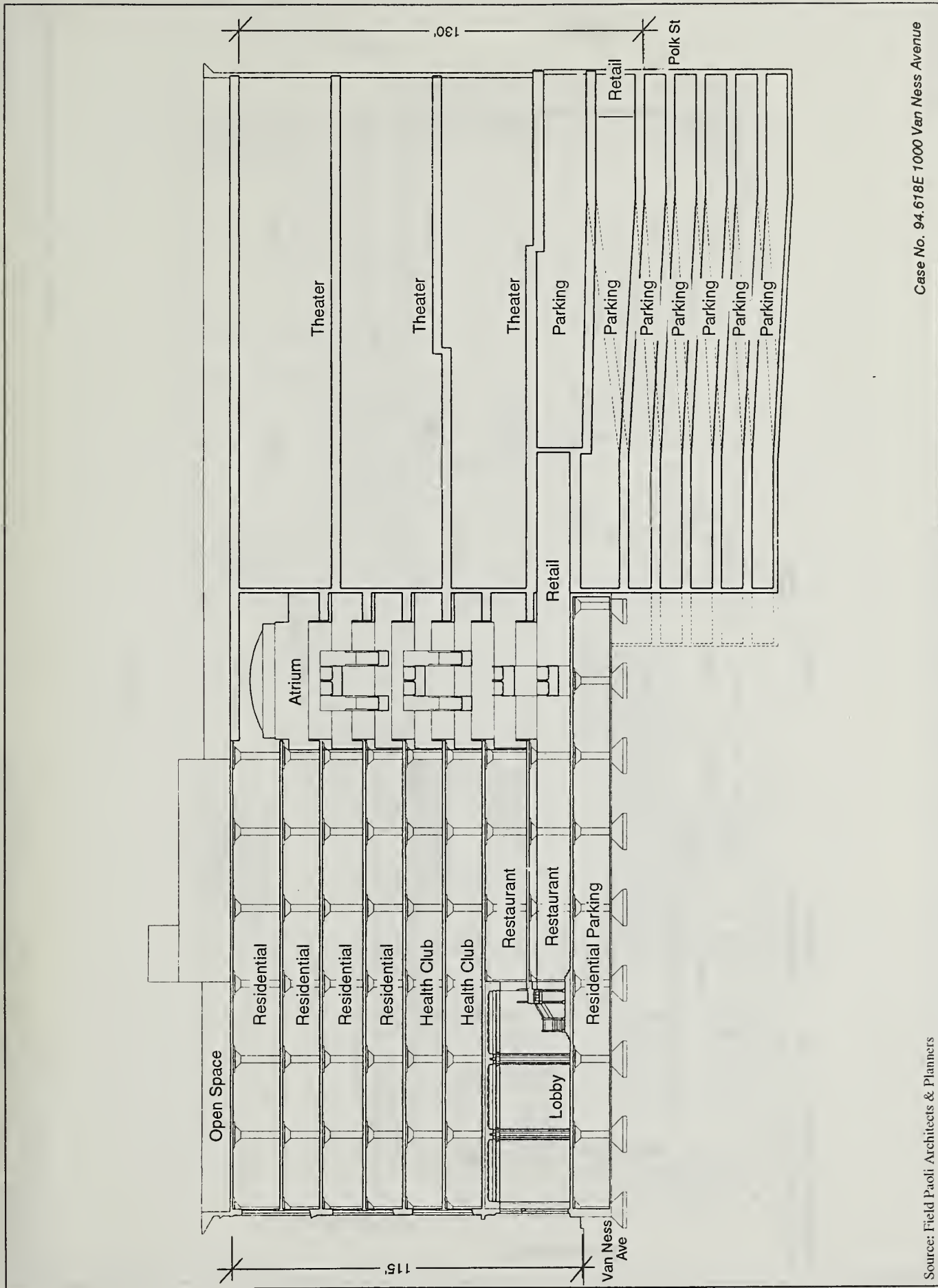
C. PROJECT CHARACTERISTICS

The proposed project would create a mixed use development with a multi-cinema theater complex, residential units, retail uses, a health club, and a parking garage. The project would rehabilitate, including exterior and interior alterations, the 115-foot-high, eight-story, 208,000-sq.-ft., Landmark-designated building at 1000 Van Ness Avenue; and demolish a 16-foot-tall, one-story, 16,000-sq.-ft. building and construct a new 226,800-sq.-ft., 130-foot-high structure on the lot at 901 Polk Street (Figures 2, 3, 4, 5 and 6, pages 23 through 27, respectively). Proposed project characteristics are summarized in Table 1 (below).

TABLE 1
PROJECT CHARACTERISTICS

USE	FLOOR AREA (sq.ft.)
Cinema Theaters (14 theaters; 3,500 seats)	94,800
Retail	6,100
Restaurant	6,400
Quality Restaurant	12,000
Health Club	35,300
Residential (50 units)	75,400
Open Space	3,100
Parking Garage	
Commercial (400 spaces)	138,200
Residential (50 spaces)	<u>19,400</u>
Total:	<u>424,700*</u>
Height:	120 feet (Van Ness Avenue frontage) 130 feet (Polk Street frontage)
Stories:	8 (+ 1 basement) in 1000 Van Ness Avenue and 8 (+5 below grade) in new addition at 901 Polk Street
Loading docks:	1

* Includes 34,000 sq.ft. of mechanical and common areas.

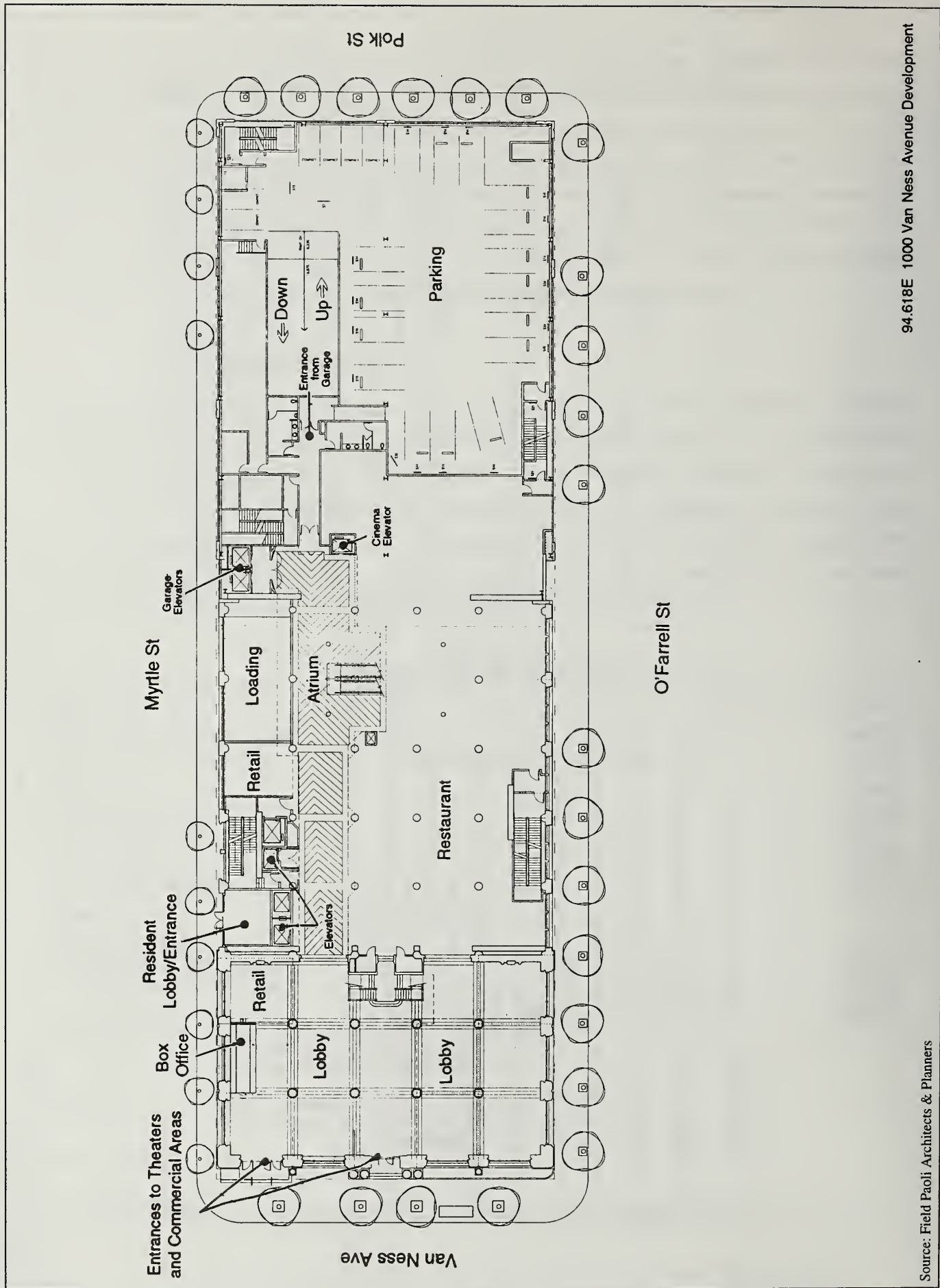


Case No. 94.618E 1000 Van Ness Avenue

Source: Field Paoli Architects & Planners

PROJECT SECTION

FIGURE 2

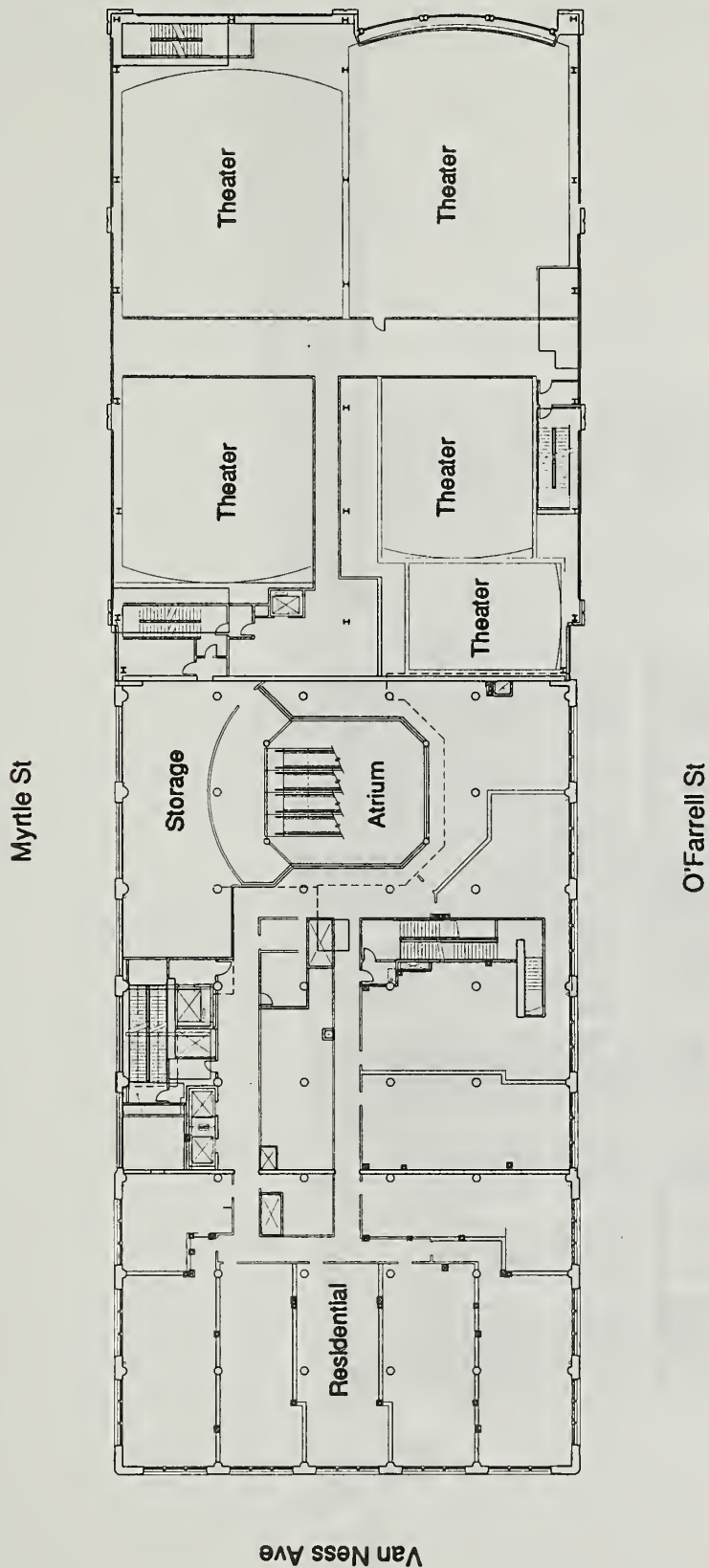


94.618E 1000 Van Ness Avenue Development

Source: Field Paoli Architects & Planners

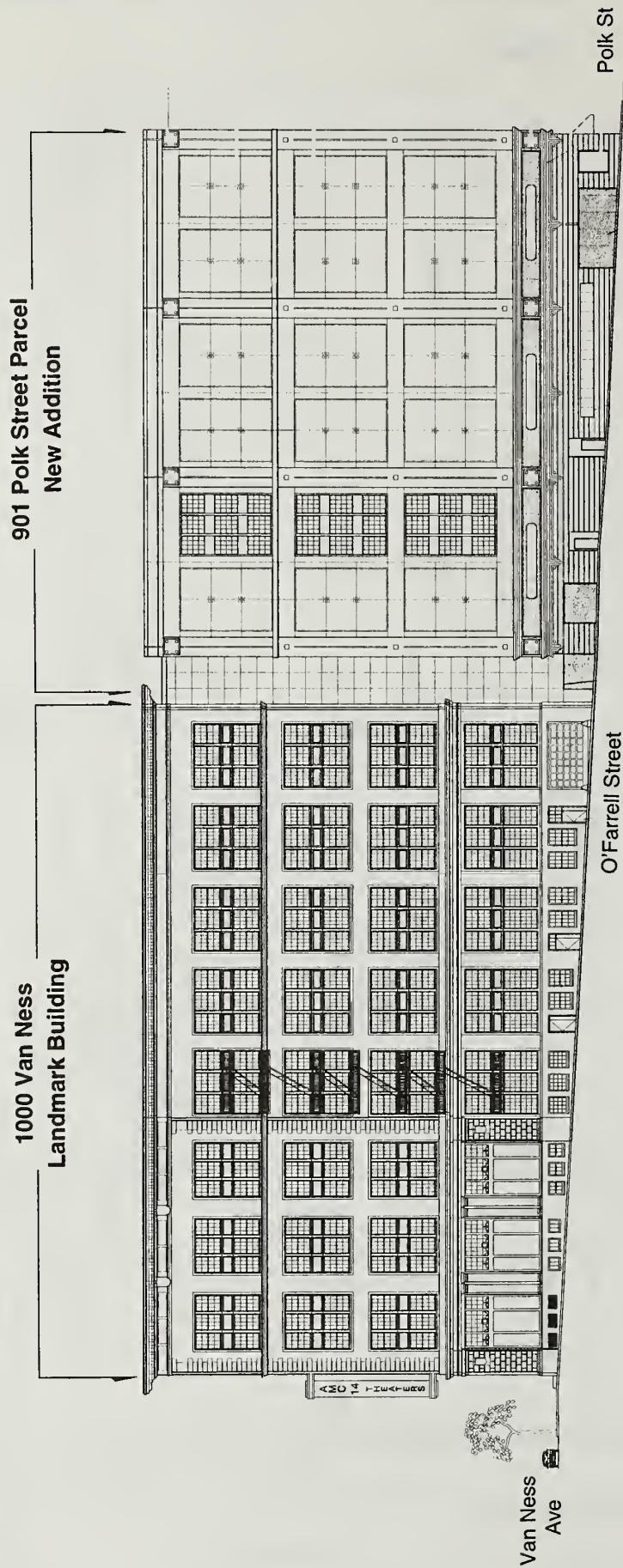
VAN NESS AVENUE GROUND FLOOR PLAN (REVISED)

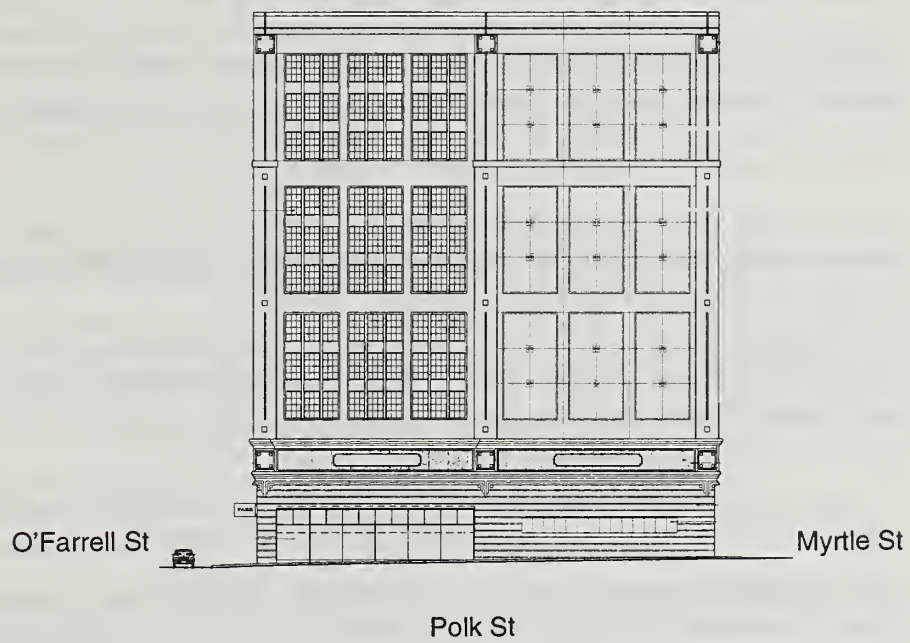
● FIGURE 3



Source: Field Paoli Architects & Planners

VAN NESS AVENUE REPRESENTATIVE FLOOR PLAN (FIFTH FLOOR) (REVISED)





The project would include a parking garage and 267,100 sq.ft. of theaters, shops, health club facility, and residential units for a total of about 424,700 sq.ft. Excavation would occur only at the 901 Polk Street parcel to accommodate an approximately 138,200 sq.ft. subterranean and above-grade garage with cinemas above.

The specific uses in the project include the following (the total project square footage includes 34,000 sq.ft. of mechanical space and common areas):

- The **cinema theater complex** would contain 14 separate theaters in the new building on Polk Street ranging from about 80 to 400 seats for a total of about 3,500 seats (in about 94,800 sq.ft. [Figures 2, 3, and 4, pages 23, 24, and 25]). Theater patrons would enter the complex from the main pedestrian entrance on Van Ness Avenue through the historic auto showroom/lobby or from the parking garage and would purchase tickets at a box office in the showroom/lobby. After ticket purchase, patrons would proceed up high-speed escalators, located in a new 110-foot high atrium in the 1000 Van Ness Avenue building, to the three levels of theaters in the new building (Figure 3, page 24).
- One level of **retail space**, totaling approximately 6,100 sq.ft., would be on the ground level in the 1000 Van Ness Avenue building. **Neighborhood commercial space**, totaling 1,500 sq.ft., would front Polk Street.
- A **restaurant**, totaling about 6,400 sq.ft., would be on the second level of the 1000 Van Ness Avenue building, and a **quality restaurant** containing about 12,000 sq.ft. would be on the ground level of the 1000 Van Ness Avenue building and extend to the new building.
- A commercial **health club** open to the public and totaling about 35,300 sq.ft. would be on the third and fourth levels in the 1000 Van Ness Avenue building.
- The **residential** portion of the project in the 1000 Van Ness Avenue building would contain about 50 units in approximately 75,400 sq.ft. on the fifth to eighth levels. As currently proposed, there would be about 10 studios (each about 575 to 750 sq.ft.), 30 one-bedroom units (about 850 to 1,250 sq.ft.), and 10 two-bedroom units (950 to 1,300 sq.ft.). Residents would have pedestrian access to the units from a separate entrance on Myrtle Street and from the residential garage on O'Farrell Street.
- **Open space**, totaling 3,100 sq.ft., would be provided for residents on the roof of the 1000 Van Ness Avenue building.
- A 400-space **parking garage** would be constructed on 7 levels in the new Polk Street building (in approximately 138,200 sq.ft.), of which 5 levels would be below the Polk Street grade. The commercial garage would have ingress and egress on O'Farrell Street, and would include control and metering systems to ensure maximum efficiency. A residential garage would contain about 53 spaces (19,400 sq.ft.) in the basement of the 1000 Van Ness Avenue building and would have a separate entrance and exit on O'Farrell Street. There would be 20 bicycle spaces in a separate area, accessible from O'Farrell Street and next to the attendant station in the commercial garage.

On Myrtle Street, there would be one loading space for the project and white curb drop-off spaces in front of the residential lobby. The first metered parking space on Myrtle (near Van Ness Avenue and the handicap entrance to commercial space in the project) would be designated for handicap parking. The present bus stop would remain on Van Ness Avenue in front of the project, and white curb pick-up/drop-off space for project patrons would be added on Van Ness Avenue between the Van Ness Avenue/Myrtle Street intersection and the red bus zone. A total of seven on-street parking spaces would be eliminated for garage entrances/exits on O'Farrell Street and for white curb pick-up/drop-off space and loading docks on Myrtle Street.

A subsurface sidewalk vault would be located on the Myrtle Street side of the project.

The project would retain the existing main auto showroom/lobby with minor alterations, and would restore and/or replicate the building's historic facade, including the windows, doors, and cornice.

The project would reuse or replace about 224,000 sq.ft. of existing vacant space (208,000 sq.ft. at 1000 Van Ness Avenue of which 9,400 sq.ft. would be demolished, and 16,000 sq.ft. at 901 Polk Street which would also be demolished) with a total of 424,700 sq.ft. (including 198,600 sq.ft. at 1000 Van Ness Avenue and 226,100 sq.ft. at 901 Polk Street), a net addition for the entire site of about 200,700 sq.ft.

D. PROJECT SCHEDULE, COST, APPROVAL REQUIREMENTS, AND MASTER PLAN POLICIES

PROJECT SCHEDULE AND COST

The project sponsor expects environmental review, project review, and detailed design to be completed in 1996. If the proposed project were approved and building permits issued, construction of the mixed use/theater complex would take about 13 months, including interior finishing, after which initial occupancy would occur. Estimated construction cost of the project would be about \$30 million (1996 dollars), including demolition of the 901 Polk Street building; excavation; rehabilitation of 1000 Van Ness Avenue; and construction of the new building on the 901 Polk Street site.

APPROVAL REQUIREMENTS

Following a public hearing before the City Planning Commission on the Draft EIR, responses to written and oral comments will be prepared. The EIR will be revised as appropriate and presented to the City Planning Commission for certification as to its accuracy, objectivity, and completeness. No permits may be issued or approvals granted before the Final EIR is certified.

On November 4, 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *City Planning Code* and established eight Priority Policies. These policies are preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under CEQA or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The City Planning Commission or Department of City Planning, during the review and approval process for the project, including proposed zoning reclassification, Conditional Use Authorization and Certificate of Appropriateness, will make a determination of the project's conformance with the Priority Policies, and will so advise any other approving bodies, including the Board of Supervisors.

The City Planning Commission and the Board of Supervisors must approve an amendment to the zoning map of the *City Planning Code* (reclassification of property) to change part of the site from NC-3 to RC-4/VNSUD. This action would extend the RC-4/Van Ness Special Use District to Polk Street on the project site. Thus, the entire site would be zoned RC-4/VNSUD. This rezoning would allow theater use above the second floor on the Polk Street frontage, which is not permitted within NC-3 zoning.

The City Planning Commission and the Board of Supervisors must approve an ordinance to amend the text of *City Planning Code* to allow restoration and replacement of signage on the exterior of Landmark-designated buildings in the Van Ness Special Use District.

The amendment to the zoning map and the ordinance to amend the *City Planning Code* text require signature by the mayor.

The proposed project would involve alterations to a Landmark-designated building and would therefore require a Certificate of Appropriateness pursuant to Section 1006 of the *City Planning Code*. Applications for a Certificate of Appropriateness in cases involving construction require approval by the City Planning Commission, following review and a recommendation by the Landmarks Preservation Advisory Board (LPAB). LPAB review includes a public hearing.

The *City Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Code, or an exception is granted pursuant to provisions of the Code. The project is being proposed as a Planned Unit Development (PUD) under section 304(a) of the *City Planning Code*. Consideration of a project as a PUD is permitted for sites greater than one-half acre. According to Section 304(a):

"The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood, and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well reasoned modification of certain of the provisions contained elsewhere in this Code."

Under Section 304, as part of the PUD, the project sponsor will request City Planning Commission approval for modification of rear yard requirements to provide open space in other than the standard rear yard configuration; for bulk exception to exceed the maximum length and diagonal bulk dimensions; and for exception to wind speed criteria. PUD's require Conditional Use authorization from the City Planning Commission. Conditional Use authorization may also be required for parking because the project would not provide the required number of spaces for commercial/retail uses (628 spaces required by the Code and 400 spaces would be provided) and the project would provide 3 more spaces than the requirement for residential uses (50 spaces). The City Planning Commission would hold a public hearing to consider the project's application for Conditional Use authorization in accordance with Sections 243 (VNSUD), 303 (Conditional Uses), and 304 (Planned Unit Development) of the *City Planning Code* and would adopt a motion approving, approving with conditions, or disapproving the project.

The application and public hearing regarding the Conditional Use authorization may be combined with the Certificate of Appropriateness, per Section 1006.1(e) of the *City Planning Code*. If the project were approved by the City Planning Commission, the project sponsor must obtain a lot merger, and demolition, building and related permits from the Department of Building Inspection.

The Department of Public Works, Bureau of Engineering must approve a lot line adjustment to merge the existing two lots on the project site into one lot and the sidewalk vault on the Myrtle Street side of the project.

The Department of Parking and Traffic must approve the proposed loading zones (white curbs) on Myrtle Street in front of the residential lobby and on Van Ness Avenue from the north end of the bus zone to the corner of Myrtle Street and Van Ness Avenue, and a designated handicap parking space on Myrtle Street (the first metered parking space near Van Ness Avenue).

MASTER PLAN POLICIES

As noted above, the project would be reviewed by the City Planning Department and City Planning Commission in the context of applicable objectives and policies of the *City Master Plan*. Some key objectives and policies are noted below.

Residence Element

- Objective 1, Policy 2, to "facilitate the conversion of underused industrial and commercial areas to residential use."
- Objective 6, Policy 4, to "promote development of well-designed housing."

Commerce and Industry Element

- Objective 1, Policy 1, to "encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."
- Objective 3, to "provide expanded employment opportunities for City residents, particularly the unemployed and economically disadvantaged."

Transportation Element

- Objective 9, to "provide secure and convenient parking facilities for bicycles," and Policy 3, to "emphasize security in bicycle parking design."

- Objective 10, to "ensure that the provision of new or enlarged parking facilities does not adversely affect the livability and desirability of the City and its various neighborhoods"; Policy 1, to "assure that new or enlarged parking facilities meet need, locational and design criteria"; and Policy 4, "in any large development, allocate a portion of the off-street parking spaces for compact automobiles."
- Objective 12, Policy 1, to "regulate off-street parking in new housing so as to guarantee needed parking spaces without requiring excesses. Encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping."

Urban Design Element

- Objective 2, Policy 4, to "preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development"; Policy 5 to "use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings"; Policy 6, to "respect the character of older development nearby in the design of new buildings"; and Policy 7, to "recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character."
- Objective 3, Policy 1, to "promote harmony in the visual relationships and transitions between new and older buildings"; Policy 2, to "avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance"; Policy 5, to "relate the height of buildings to important attributes of the city pattern and to the height and character of existing development"; and Policy 6, to "relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

Environmental Protection Element

- Objective 1, Policy 4, to "assure that all new development meets strict environmental quality standards and recognizes human needs."
- Objective 14, to "promote effective energy management practices to maintain the economic vitality of commerce and industry"; and Policy 1, to "increase the energy efficiency of existing commercial and industrial buildings through cost-effective energy management measures."

Community Safety Element

- Objective 2, to "preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco."

Van Ness Avenue Plan

- Objective 1, to "continue existing commercial use of the Avenue and add a significant increment of new housing"; and Policy 1, to "encourage development of high density housing above a podium of commercial uses in new construction or substantial expansion of existing buildings."
- Objective 4, to "permit densities and land uses that are compatible with existing land uses and proposed residential development of the Avenue."
- Objective 5, Policy 3, to "continue the street wall heights as defined by existing significant buildings and promote an adequate enclosure of the Avenue"; and Policy 4, to "preserve existing view corridors."

- Objective 6, to "encourage distinguished architecture whose scale, composition and detailing enhances the overall design structure of the avenue and relates to human scale"; and Policy 1, to "design exterior facades which complement and enhance significant works of architecture along the Avenue."
- Objective 7, to "provide safe and attractive environments within each mixed use development"; and Policy 4, to "design mixed use development to create a quiet residential environment with a variety of intimate, personal spaces well insulated from the intrusion of noises from street or commercial activities."
- Objective 8, Policy 2, "where there are no trees, plant trees within the sidewalk space the median strip"; Policy 5, to "maintain existing sidewalk widths"; and Policy 11, to "permit general advertising signs, business signs and other identifying signs."
- Objective 9, Policy 14, to "discourage access to freight loading facilities from Van Ness Avenue."
- Objective 11, to "preserve the fine architectural resources of Van Ness Avenue"; Policy 1, to "avoid demolition or inappropriate alteration of historically and architecturally significant buildings"; and Policy 4, to "encourage architectural integration of new structures with adjacent significant and contributory buildings."

The project would respond, in general, to the above noted *City Master Plan* objectives and policies.

III. ENVIRONMENTAL SETTING

A. LAND USE AND ZONING

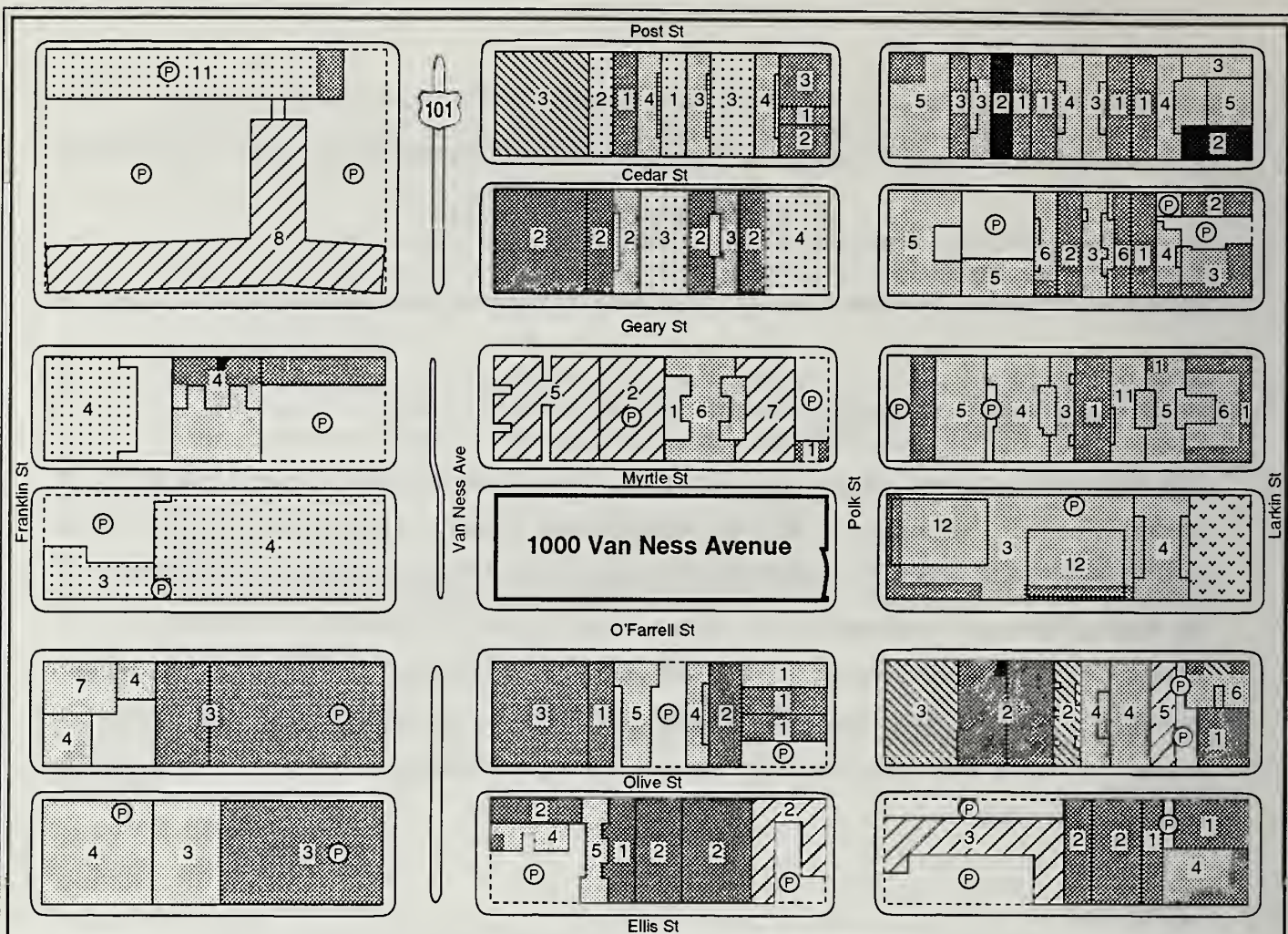
The Initial Study concluded that the project would not have significant adverse land use or zoning impacts. The impacts of zoning reclassification of part of the property to RC-4/VNSUD would be limited to the site only and are addressed by specific topics such as transportation or air quality herein. Subsequent to publication of the Initial Study, the sponsor has proposed to amend the *City Planning Code* to allow restoration and replacement signage on Landmark buildings in the Van Ness Area Plan Special Use District. The impacts of that proposal are presented in this EIR. General land use and zoning information is presented here for the reader's information.

LAND USE






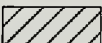

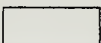

The approximately 46,000-sq.-ft. project site occupies the entire half-block bounded by Van Ness Avenue, and O'Farrell, Myrtle, and Polk Streets in the south central Van Ness Avenue corridor (see Figure 1, page 21). The project site is about five blocks north of the Civic Center, approximately two blocks east of St. Mary's Cathedral, and about seven blocks west of Union Square. To the east and southeast of the project site is the North of Market/Tenderloin area, and to the west is Japantown and the Western Addition.

The site is now occupied by the vacant 115-foot-high (plus 8-foot parapet), eight-story, 208,000-sq.-ft., Landmark-designated building at 1000 Van Ness Avenue and the vacant one-story, 16,000-sq.-ft. 901 Polk Street building. Historically, the 1000 Van Ness Avenue building contained auto sales, showroom, and service uses and radio studio use, and the 901 Polk Street building contained auto sales and showroom uses with rooftop parking.

A mix of uses, primarily commercial and residential, with a number of auto showrooms generally characterizes the surrounding area (Figure 7, page 36). Buildings range from about one to more





LEGEND

	Residential		Office		Institution
	Commercial		Entertainment		Hotel/Motel
	Park		Vacant		Parking

Note: Numbers indicate height in stories

Source: During Associates

 Case No. 94.618E 1000 Van Ness Avenue

EXISTING LAND USES IN THE PROJECT AREA

FIGURE 7

than 10 stories. Uses adjacent to the site include the two- and five-story Richelieu Hotel and a one-story parking structure; a multi-unit residential building and the Lombard Hotel (six and seven stories, respectively), all to the north across Myrtle Street; the 200-unit, 13-story Trinity Tower Apartments with ground floor office and retail uses occupying most of the half-block bounded by Myrtle, Polk, Larkin, and O'Farrell Streets to the east across Polk Street; an adult theater at the southeast corner of Polk and O'Farrell Streets, commercial and residential uses, and European Motors (auto sales) to the south across O'Farrell Street; and the KRON-TV facilities to the west across Van Ness Avenue. Other uses in the near vicinity include restaurants, the Cathedral Hill Hotel, auto showrooms, and surface parking lots.

Residential uses in the project vicinity include medium and large-scale multi-unit development ranging from older apartment buildings of small or medium scale to newer, larger condominium/apartment mixed use complexes, such as Opera Plaza three blocks to the southwest, Daniel Burnham Court two blocks to the northwest, and the Polk/O'Farrell Trinity Tower Apartments residential complex across Polk Street to the east.

In this area of San Francisco several developments have been recently completed, or are under construction, approved, or currently under review. Recently completed developments include: a 14-story, 164-unit luxury condominium (the Sutterfield) with a 30,000-sq.-ft. ground floor supermarket at 1483 Sutter Street (replacing the Cala Foods at that site); a 12-story, 162-dwelling unit residential facility (The Carlisle) with a medical program at 1450 Post Street; a 12-story, 72-unit luxury condominium (the Post International) with ground floor retail uses at 1388 Gough; a four-story, low-income, senior housing project above a U.S. Post Office at 1400 Pine Street (Case No. 90.807E); the remodeling and renovation of the Pacific Bell building at Larkin and Bush Streets for a clinic, adult day care, office uses, and 42 single-occupancy rooms for low- and moderate-income, frail elderly persons served by On Lok Community House, Inc. (Case No. 475E); and a six-story, 132-vehicle parking garage above 5,000 sq. ft. of retail uses at 1399 Bush Street.

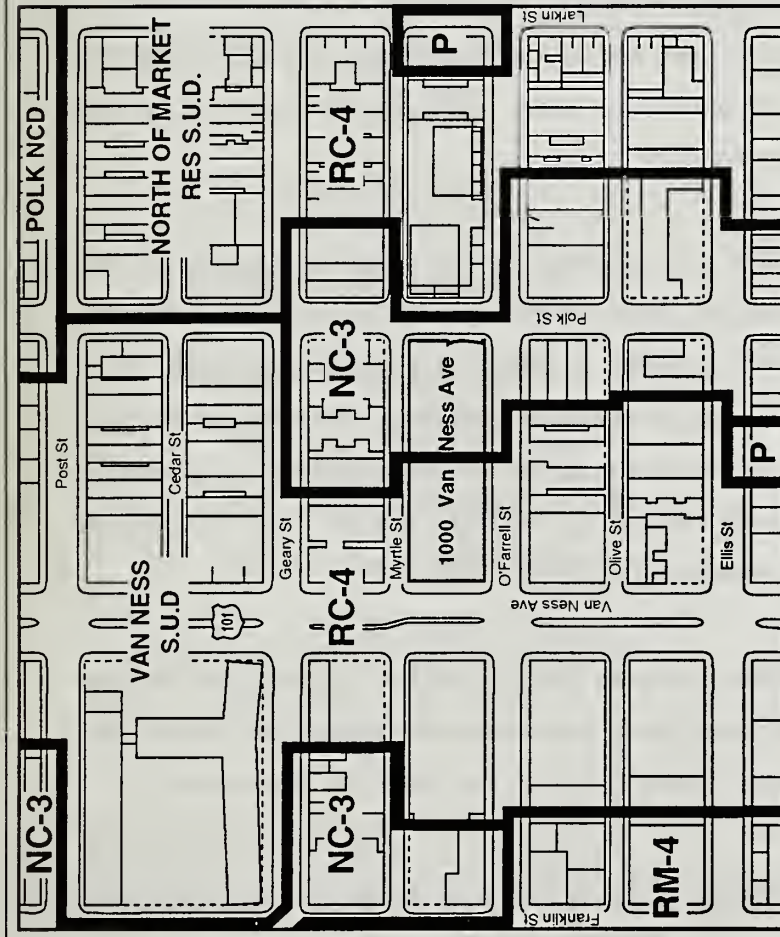
Projects approved or under construction include a nine- to 13-story, 109- to 130-foot-tall residential life care facility with 250 dwelling units at 1661 Pine Street (Case No. 89.037E); demolition of the existing State building at 455 Golden Gate Avenue, and construction of a new 800,000-sq.-ft. State building and renovation of 350 McAllister Street (Case No. 93.707ENLA); a 130-foot-tall, 13-story mixed use development containing 144 dwelling units for seniors, a fast-

food restaurant with a drive-through facility, and associated retail/clinic space at 600 Van Ness Avenue (Case No. 93.179E); and, at the northwest corner of McAllister and Polk Streets, the demolition of three existing buildings, removal of a parking lot, and construction of a six-story, 80-foot-tall building containing approximately 240,000 sq.ft. for the Civil Division, San Francisco Municipal and Superior Courts and the Juvenile Dependency Court (Case No. 93.546E). The amount of development described above is consistent with the growth estimates (year 1987 to 2000) contained in the *Van Ness Avenue Area Plan Final EIR* (VNAP Case No. 87.586E, FEIR certified December 17, 1987).

ZONING

The project site is within two zoning districts: 1000 Van Ness Avenue is within an RC-4 (Residential Commercial Combined: High Density) Use District, the Van Ness Avenue Special Use District (VNSUD), and a 130-V Height and Bulk District; and 901 Polk Street is within an NC-3 (Moderate Scale Neighborhood Commercial) Use District and 130-E Height and Bulk District (see Figure 8, page 39). The project is also within the Special Sign District for sign illumination (SSD-4) and Automotive Special Use District (SUD-A). The project would be 115 feet tall (plus an 8-foot parapet) at 1000 Van Ness Avenue, and 130 feet tall at 901 Polk Street and thus would be within the allowable height limits for the site. The site slopes downward about 20 feet to the east such that the roof of the existing Polk Street structure if extended would be at grade at the east end of the 1000 Van Ness Avenue building. Residential, retail, movie theater, and parking uses are principal permitted uses under RC-4/VNSUD and NC-3 zoning (*City Planning Code* § 243 VNSUD and 712.1 NC-3); however, movie theater use is not permitted above the second floor in NC-3 districts. The project sponsor will request, as part of the project, a rezoning of the NC-3 part of the site to RC-4/VNSUD. Rezoning (or reclassification) would require an amendment to the zoning map of the *City Planning Code*, including City Planning Commission and the Board of Supervisors approvals after public hearings for each body, and signature by the Mayor.

The permitted Floor Area Ratios (FAR) in the RC-4/VNSUD and the NC-3 are 7:1 and 3.6:1, respectively. The project FAR would be 5.4:1. In the 130-E Height and Bulk District, the allowable bulk for a building is 100 feet in length and 140 feet at the diagonal dimension above 65 feet. The new addition to the Van Ness Avenue building would be 173 feet in length and 211 feet at the diagonal.



Use Districts

- S.U.D. Special Use District
- NCD Neighborhood Commercial District
- NC-3 Moderate-scale Neighborhood Commercial District
- RM-4 Residential, Mixed District, High Density
- RC-4 Residential-Commercial Combined District, High Density
- P Public Use

Height and Bulk Districts

- E Maximum plan dimensions apply above 65 ft
- T Setback may be required above 80 ft or less (North of Market residential S.U.D.)
- V Setback may be required above 50 feet (Van Ness S.U.D.)
- OS Open Space District: Bulk limits determined by consulting Master Plan

Note: Numbers are height limits in feet
Letter symbols refer to bulk limits



Source: During Associates

Case No. 94.618E 1000 Van Ness Avenue

B. ARCHITECTURAL AND HISTORIC RESOURCES

ARCHITECTURAL SURVEYS

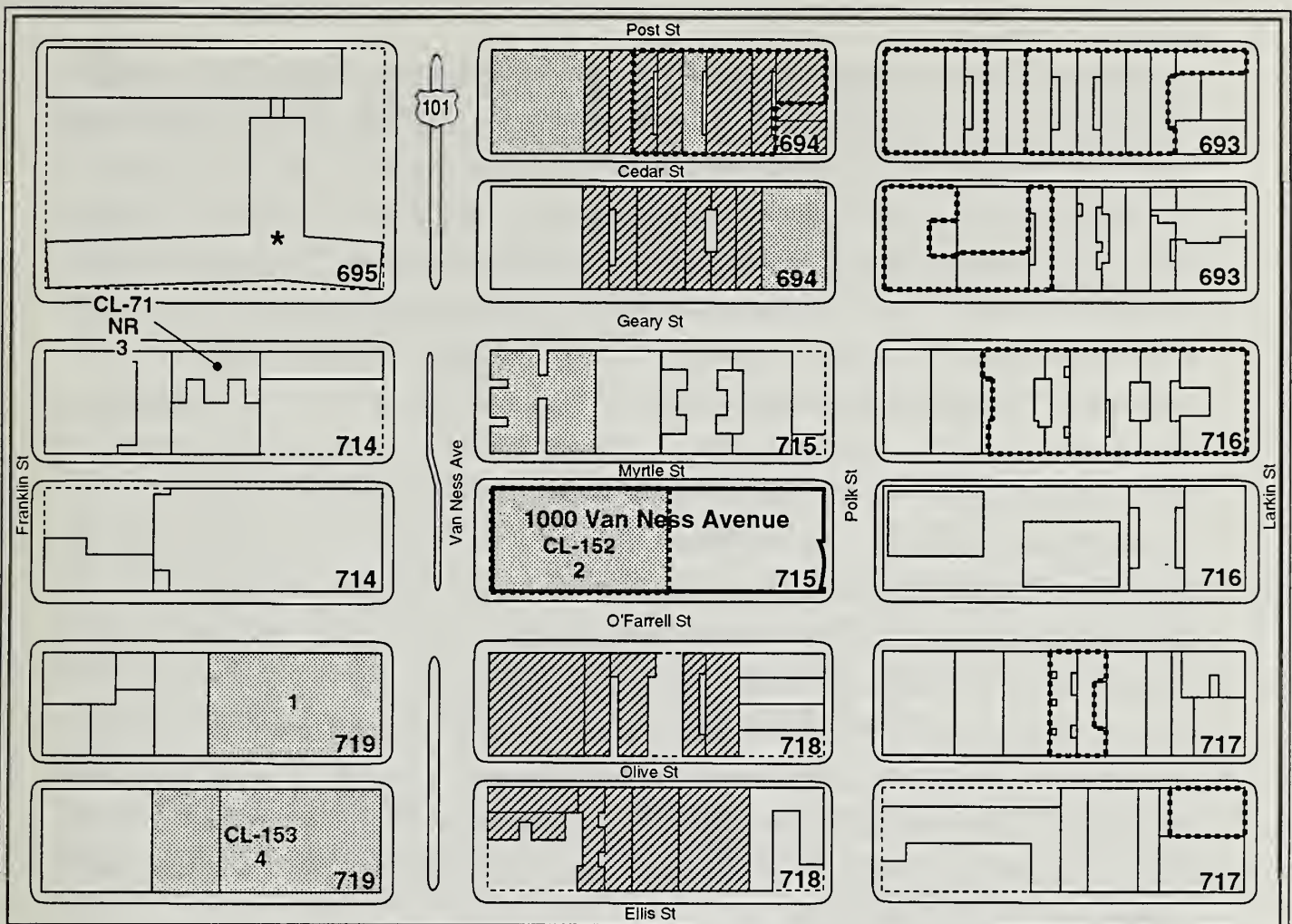
The San Francisco Department of City Planning (DCP) conducted a citywide inventory of architecturally significant buildings in 1976, which awarded approximately 10 percent of the City's entire stock of buildings a rating for architectural merit ranging from a low of "0" to a high of "5." The buildings that were rated from 3 to 5 represent less than 2 percent of the City's entire building stock. Chapter X, Appendix B, pages B-1 and B-2, details the rating system used by the 1976 DCP inventory.

The Junior League of San Francisco completed a survey of historically and architecturally significant structures in San Francisco, Marin, and San Mateo counties in 1968. The Junior League survey did not rate individual buildings. Rather, it described historic structures based on evaluation criteria including the structure's age, its association with an historic event or famous person, and whether it was a representative example of a particular style and/or the work of an important architect or builder. The results of the Junior League study are published in the book *Here Today*, recognized by the City as an official inventory of historic structures.




The Foundation for San Francisco's Architectural Heritage inventory, as described in the book *Splendid Survivors*, includes buildings within primary and secondary survey areas of Nob Hill and assigns ratings to buildings within the primary survey area. The project site is within the secondary survey area of this architectural inventory.

The *Van Ness Avenue Area Plan* identified 33 buildings in the area as historically and architecturally significant and recommended designation of these structures as local landmarks. Although these buildings often share some common classical architectural features, each building is unique in its style and content.¹ Eighty-eight other buildings were listed in the plan as contributory buildings which possess architectural qualities in harmony with the prevailing characteristics of the more significant Landmark-quality buildings, but are not of sufficient importance to justify their designation as Landmark structures.


Figure 9, page 41, identifies buildings in the project area that are listed on the National Register of Historic Places, listed as National Historic Landmarks, and/or are designated City Landmarks. Buildings listed in the 1976 DCP Architectural Inventory and in the VNAP are also shown.



LEGEND

-  Significant Building in the Van Ness Avenue Plan
-  Contributory Building in the Van Ness Avenue Plan
- CL-152** City Landmark number
- 1-5** DCP Rating (1976, Citywide)
- *** Listed, but not rated by Heritage
- NR** National Register of Historic Places
-  Buildings eligible for listing in the National Register of Historic Places
- 719** Assessors Block Number

Source: San Francisco City Planning Department *Van Ness Avenue Area Plan*,
City Planning Code, Splendid Survivors, and During Associates

 0 200 FEET
Case No. 94.618E 1000 Van Ness Avenue

ARCHITECTURAL RESOURCES IN THE PROJECT VICINITY

FIGURE 9

Buildings in the project area that are listed on the National Register of Historic Places, listed as National Landmarks, designated City Landmarks, rated by the 1976 DCP Inventory, and/or listed in the VNAP include the Don Lee Building at 1000 Van Ness Avenue on the project site (City Landmark No. 152, DCP "2" rating, Significant Building in the VNAP); the Earle C. Anthony Packard Showroom at 901 Van Ness Avenue (City Landmark No. 153, DCP "4" rating, Significant Building in the VNAP), across Van Ness Avenue and one-half block south of the project site, now British Motors); the Ernest Ingold Automobile Display and Service Building at 999 Van Ness Avenue (DCP "1" rating, Significant Building in the VNAP, southwest corner of O'Farrell and Van Ness Avenue across from the project site, now Cadillac showroom); the Goodman Building at 1117 Geary Street (National Register of Historic Places, City Landmark No.71, DCP "4" rating, one-half block north and one-half block west of the project site); the Richelieu Hotel at 1050 Van Ness Avenue (Significant Building in the VNAP, across Myrtle Street from the project site); the Concordia Club at 1142 Van Ness Avenue (Significant Building in the VNAP, one block north of the project site); the Cathedral Hill Hotel (formerly the Jack Tar Hotel) at 1100 Van Ness Avenue (listed but not rated by DCP/Heritage, one block north of the project site); the 1141 Post Street building (Significant Building in the VNAP, one block north and one-half block east of the project site); the 1000 Geary Street/1015 Polk Street building (Significant Building in the VNAP, one-half block north and one block east of the project site); and various apartment and retail sales buildings in the project site vicinity.

PROJECT AREA²

Van Ness Avenue is notable as the center of San Francisco's early automobile dealerships, and one of the largest early "dealer rows" in the country. Several examples remain of the car dealership building type that evolved in the first third of the 20th Century, including the Earle C. Anthony Packard Showroom (901 Van Ness), which is the work of California master architect Bernard Maybeck.

By 1920, Van Ness Avenue was developing as the center of San Francisco's growing automobile market. Located between the business district and several of the prime residential areas of the City, it was easily accessible to car buyers, and convenient to those who patronized dealers for car service or storage. The four-lane boulevard of that time provided car showrooms plenty of traffic and good visibility. As more car dealers built showrooms on Van Ness Avenue, the buildings they built or occupied became more sophisticated and conspicuous. Bernard Maybeck was influential in the design of the Earle C. Anthony Packard Showroom built in 1927

by Powers and Ahnden. John E. Dinwiddie designed the Ernest Ingold Automobile Display and Service Building at 999 Van Ness Avenue in 1938. There is no historic district encompassing the subject area of Van Ness Avenue, but several individual buildings have been made City Landmarks. These include, most importantly, the Earle C. Anthony Packard Showroom at 901 Van Ness Avenue, as well as the Goodman Building at 1117 Geary Street and the Stadtmuller House at 819 Eddy Street, as described above.

PROJECT SITE

The site of the Don Lee building at 1000 Van Ness Avenue was previously occupied by residential buildings, destroyed in the 1906 earthquake and fire. The Sanborn map of 1913 shows the portion of the block along Van Ness vacant, with small residences on the portion along Polk Street. The latter area includes the former address at 922 O'Farrell Street where literary figure Alice B. Toklas was born April 30, 1877. Toklas lived there for the first ten years of her life, then returned to live there another seven years when she was 20.

The eight-story Don Lee building at 1000 Van Ness Avenue occupies the site's western portion, and a one-story commercial building fronting on Polk Street occupies the site's eastern portion (Figures 10 and 11, pages 44 and 45, respectively). The roof of the 901 Polk Street building is at the grade level of the eastern elevation of 1000 Van Ness Avenue and is constructed to serve as a parking lot for the 1000 Van Ness Avenue building. The Don Lee building is a concrete-framed structure, with a basement below grade at Van Ness Avenue and exposed at the east end. Construction of the building began in 1920 and was completed in 1921.

The architect of the building was Charles Peter Weeks of the firm Weeks and Day. Weeks was a prominent architect of many public buildings and residential structures in the Bay Area, including the Mark Hopkins Hotel on Mason and California Streets, the Sir Francis Drake Hotel on Powell and Sutter Streets, the Cathedral Apartments at 1201 California Street, the Brocklebank Apartments at 1000 Mason Street, the Huntington Hotel at 1075 California Street, the Fireman's Fund Insurance Company Annex at 233-241 Sansome Street, and the Fox Theater at 1815 Telegraph Avenue in Oakland.

Don Lee was the west coast distributor for the General Motors Oldsmobile, La Salle, and Cadillac car lines. He became a Cadillac dealer in San Francisco in 1908 and, by 1915, claimed to be "The World's Largest Auto Distributor." General Motors assumed the distributorship of Cadillacs



1000 Van Ness Avenue
(to remain)

Source: Square One Film & Video

Case No. 94.618E 1000 Van Ness Avenue

**PROJECT AREA PHOTOGRAPH:
O'FARRELL STREET AND VAN NESS LOOKING NORTHEAST**

FIGURE 10



901 Polk Street
(one story building to be demolished)

1000 Van Ness
(in background)

Source: Square One Film & Video

Case No. 94.618E 1000 Van Ness Avenue

PROJECT AREA PHOTOGRAPH: O'FARRELL STREET LOOKING WEST

FIGURE 11

in 1949 and began operating the dealership at 1000 Van Ness Avenue. In the early years of the United States automobile industry, manufacturers supported separately-owned regional distributors, such as Don Lee, who stocked cars and then supplied them to retail dealerships. That arrangement partially explains the massive size of 1000 Van Ness Avenue. Another factor was that in the years before many houses had garages, dealers offered storage space for customers' cars.

Radio station KFRC received its broadcast license September 24, 1924. Don Lee bought the station in 1926 and moved KFRC to 1000 Van Ness Avenue in 1928, installing two 125-foot radio towers on the roof and a 30-foot-high sign reading "KFRC" on the side of the building. Studios were on the second floor and live broadcasts of Merv Griffin, Budda's Amateur Hour, the Quiz of Two Cities, and the Happy-Go-Lucky Hour originated from the 1000 Van Ness Avenue radio studios.³

The principal elevation of the 1000 Van Ness Avenue building is the west one on Van Ness Avenue (Figure 10, page 46). The south elevation, on O'Farrell Street, is secondary, with the three western bays detailed the same way as the Van Ness elevation and the other five bays slightly simpler. The east elevation is almost completely lacking in detail and has different materials than the other three elevations. Most of the east wall is brick, the windows are steel industrial sash, and there is no terra cotta ornament or cornice. Like the south elevation, the north elevation on Myrtle Street is divided into three western bays that match the west elevation and five simpler eastern bays. The eastern bays are devoid of ornament and are quite similar to the east elevation, except that they are of concrete construction.

The principal elevations are divided horizontally into three bands, the lowest one comprised of the first and second levels, sheathed entirely in brown terra cotta blocks similar to honed stone. At the base of the center bay of the west elevation is an arched opening filled by bronze-framed glazing (windows) and the double doors of the main building entrance. Flanking the arch are twin terra cotta modified-Doric columns (ornamented in bas relief) which support an entablature with a terra cotta Cadillac crest, flanked by male statues holding tools and automobile wheels. Between the two outermost bays on each side of the west elevation is an Ionic column topped by a large terra cotta bear.

The middle horizontal band of the elevations comprises the third to sixth floors of the building; it is divided from the top band by a terra cotta belt course, with a cartouche (a scroll-like tablet) at the center of the building on the west elevation. The top horizontal band terminates in a terra cotta bas-relief course, above which a sheet metal cornice originally projected seven feet from the building's face (the cornice was removed in 1955). The wood double-hung windows of the third through eighth floors are united into two-story units. Above the second floor, the building walls are of stucco, now painted white.

The building was apparently designed to be extended east to Polk Street. A contemporary article about its construction in the California Automobile Association magazine *MotorLand* stated that "the property adjacent to the building to the east is owned by Don Lee and ultimately the building will cover the entire block."⁴ The east wall differs in construction from the other three exterior walls; the east wall is brick construction, while the other exterior walls are concrete. The perimeter columns on the other walls have octagonal capitals (the tops of the columns) and are engaged in the walls. The columns on the east wall are not engaged in the brick wall itself but are connected to it by brick infill, and the capitals are the same round shape as the interior columns. It appears the structural design of the east wall is provisional in order to allow an addition at a later date.

1000 Van Ness Avenue is architecturally significant as a contemporary building type constructed using current techniques, but with notable use of traditional materials and decorative motifs. The exclusive terra cotta exterior-facing blocks, moldings and main door surround, along with the patinated galvanized colonnettes at the upper windows, the bas relief spandrels and the (original) sheet metal cornice make the elevation on 1000 Van Ness Avenue formal, hierarchical and decorative. On the other hand, the relentlessly regular bay and story composition, the repetitive windows and the simple massing of the building relate the composition to an industrial loft building. This combination of traditional finishes and motifs with contemporary building materials and methods is characteristic of the evolution of American architecture in the 20th Century before the International Style came to dominate "modern" architecture.

The primary interior space of the 1000 Van Ness Avenue building is the showroom, also referred to as the lobby, which occupies the three westernmost bays the entire width of the building on the first and second levels. Although the plate glass window storefront reflects 20th Century

commercial architecture, the other elements all have a Spanish colonial revival theme. The floor is Spanish tile; the ornate double stair to the second floor has carved hardwood railings over solid side panels and Spanish tile treads and risers; and the walls and columns have similar carved wood wainscoting. The ceiling is an ornate composition of polychromed beams and coffers with extensive gilding. Originally, two tile fountains with ornate carved wood surrounds were on the rear walls at the sides of the showroom; one has been replaced by a wood door. The rear of the first floor contains a secondary automobile showroom. The second floor, which is treated as a mezzanine of the front two-story showroom, has a small lobby at the top of the showroom stairs, with an office on either side and formerly auto-related space at the rear. The grid of exposed concrete columns is also architecturally significant for its importance in making the building an industrial, loft-like structure.

The Board of Supervisors declared 1000 Van Ness Avenue City Landmark No. 152 effective July 10, 1982, following the recommendation of the City Planning Commission and the unanimous vote of the Landmarks Preservation Advisory Board. It is subject to the provisions of Article 10 of the *City Planning Code*. The building was also rated "2" in the 1976 Planning Survey and is listed as a Significant Building in the VNAP. The Landmark nomination form judged the building one of the three largest, most imposing structures north of the Civic Center on Van Ness Avenue and one of the three most imposing car dealership buildings in what had been the largest concentration of such businesses on the west coast for most of the century.⁵ It noted the combination of industrial and commercial characteristics in the building exterior and the ornate terra cotta detailing and sculpture on the main elevation with imagery specific to California and the car industry. The nomination also cited the significance of the building because of its association with the car industry and radio broadcasting. The 1000 Van Ness Avenue building is within the Foundation for San Francisco's Architectural Heritage inventory's secondary survey area and is not rated by Heritage; buildings in the secondary area were not rated. The 901 Polk Street building is not rated, on any survey, for historic or architectural significance. The survey form classifies the building as a "focal point or anchor" in its visual relationship to the neighborhood and includes and describes exterior ornamentation, details and the interior. Appendix A of the *Van Ness Avenue Area Plan* includes 1000 Van Ness Avenue as a significant building, which it describes as "one of the two great temples to the automobile on Van Ness Avenue."

NOTES - Architectural and Historic Resources

¹ *Van Ness Avenue Area Plan*, page II.5.15.

² The discussion of the project area and the 1000 Van Ness Building is based on two documents: *Historic Building Survey, 1000 Van Ness Avenue*, March 15, 1995 and *Architectural Report and Analysis 1000 Van Ness Avenue*, November 30, 1995, both by Page & Turnbull. These reports are on file and available for public review at the City Planning Department, 1660 Mission Street, San Francisco.

³ Hartley, David, City landmark nomination form; San Francisco, Landmarks Preservation Advisory Board, 1981.

⁴ California Automobile Association, *MotorLand*, "Here and There in Motordom," April 1921.

⁵ David Hartley, Op. cit.

C. SHADOW

The existing buildings on the project site, and/or other buildings in the area, cast shadows on rooftops, streets, open space and sidewalks in the project vicinity. Project-related shadow patterns in relation to the City sunlight ordinance (Section 295 to the *City Planning Code*) are discussed in Chapter IV, Environmental Impacts, pages 69 and 70.

D. TRANSPORTATION¹

The project site is located in the southern portion of the central Van Ness Avenue corridor. The site area is served by local streets and by portions of the regional freeway system (see Figure 1, page 21). Primary access to freeways U.S. 101 and I-80 via Van Ness Avenue is approximately one mile from the site, via ramps at 13th Street and South Van Ness Avenue, and Eighth and Bryant Streets, respectively. A major east-west route to/from the freeways is via the Bush/Pine Streets couplet.

Changes to San Francisco's regional transportation network were brought about by the 1989 Loma Prieta earthquake and included closure and/or demolition of some freeway ramps and demolition of the double-decked Embarcadero and Central Skyway structures. Recent work has included the partial reopening of the section of I-280 between Army Street and U.S. 101 and the demolition of the "Terminal Separator Structure," which was a series of on- and off-ramps linking the Bay Bridge with surface streets (in the vicinity of Mission, Main, and Beale Streets) and the now-demolished Embarcadero Freeway. Repair of the I-280 and U.S. 101 ramps is in progress, as is the completion of repairs to I-280; this work is scheduled for completion in late 1995.² The

City is currently studying the replacement of the Bay Bridge terminal separator and the Embarcadero roadway. Five surface roadway designs are being considered to replace the freeway and terminal separator facilities, including a possible link from the Fremont Street off-ramp to Folsom Street and the Embarcadero. A decision is due by the end of 1995.³

The Central Freeway Areawide Traffic Study examined options for the movement of traffic in the area formerly served by the Central Freeway, the portion of which between Fell/Oak Streets and Gough/Franklin Streets was demolished due to damage sustained in the 1989 earthquake. The Board of Supervisors is currently holding public hearings to review the alternatives for the Central Freeway. Once the Board decides on two alternatives, an EIR will be prepared and likely certified in 1996.⁴

The project half-block (project site) is bounded by Van Ness Avenue, and Myrtle, Polk, and O'Farrell Streets. The 1000 Van Ness Avenue building is accessible by vehicle from Myrtle and O'Farrell Streets, as well as from the east end via the parking lot, which is accessed from Myrtle and O'Farrell Streets. The entrances to the parking lot from Myrtle and O'Farrell Streets are at grade near the middle of the project site. The parking lot surface includes the roof of the 901 Polk Street building. The main pedestrian entrance of the 1000 Van Ness Avenue building is on Van Ness Avenue.

The existing street network includes several major vehicular thoroughfares, including Van Ness Avenue, and Geary and O'Farrell Streets. Van Ness Avenue is a primary State highway (U.S. 101) and a north-south thoroughfare that connects Aquatic Park to Market Street, a distance of about two miles. Geary Street is an east-west thoroughfare that provides access to and from western portions of the City, linking Downtown to the Richmond District. East of Gough Street, Geary Street is one-way westbound, forming a couplet with O'Farrell Street, which is one-way eastbound from Franklin Street to Market Street.

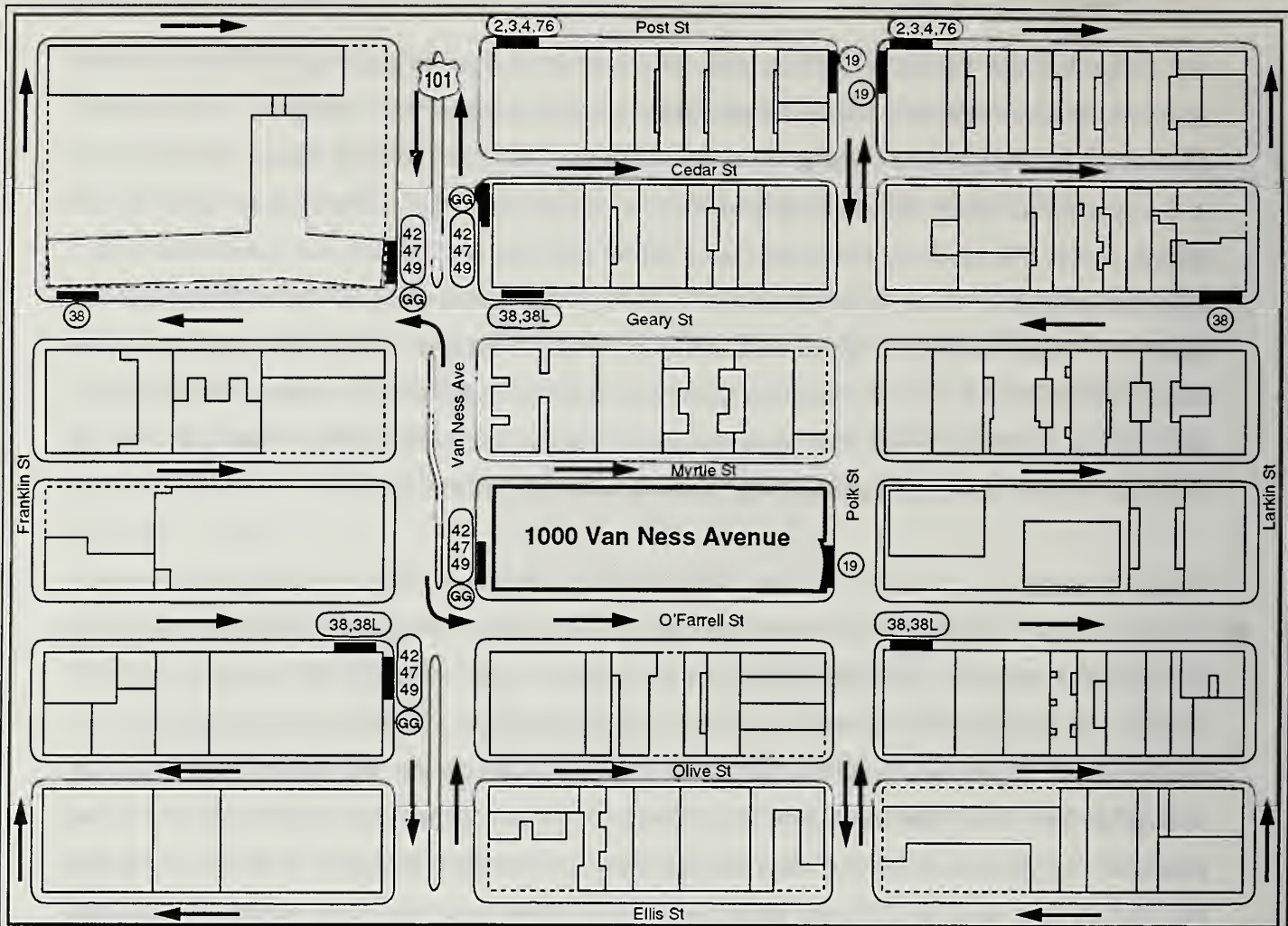
In the site vicinity, Van Ness Avenue and Geary, O'Farrell, Post, Polk (between O'Farrell and Union Streets), and Eddy Streets are designated in the *City Master Plan* as Transit Preferential Streets, which are important streets for transit operations where interference with transit vehicles by other traffic should be minimized.⁵ Van Ness Avenue and Geary Street are also designated as Primary Vehicular Streets, which the *City Master Plan* defines as "major routes for automobile and truck movements into and out of the Downtown area."

Van Ness Avenue (South Van Ness Avenue south of Market Street) has three travel lanes operating in each direction. Geary Street between 48th Avenue and Collins Street is designated as Geary Boulevard and has four to six lanes. Between Collins and Gough Streets, this roadway is designated as Geary Expressway and is generally an eight-lane two-way roadway. East of Gough Street this roadway becomes Geary Street and has two westbound travel lanes and a third diamond lane, which is designated for right-turns and buses only. O'Farrell Street has two eastbound travel lanes and a third diamond lane, which is designated for right-turns and buses only. Polk Street has two southbound lanes and one northbound lane adjacent to the project site. Myrtle Street is an east-west street between Franklin and Larkin Streets and has one one-way eastbound travel lane between Van Ness Avenue and Larkin Street.

The project site is well served by the San Francisco Municipal Railway (MUNI) and regional transit operators. Stops for approximately eleven MUNI bus lines are within walking distance of the project site; MUNI provides crosstown service and radial service with diesel and electric coaches to and from the Downtown area.⁶ Figure 12, page 52, shows transit routes in the project area. The closest MUNI stops to the project site are on the site frontage on Van Ness Avenue at Van Ness Avenue and O'Farrell Street (northeast corner) serving the 42-Downtown Loop, 47-Van Ness, and 49-Van Ness-Mission lines; on the site frontage on Polk Street serving the 19-Polk line; and on O'Farrell Street at O'Farrell Street and Van Ness Avenue (southwest corner) serving the 38-Geary and 38L-Geary Limited lines. Golden Gate Transit (Marin County service) is the only other regional operator serving the project site, with stops on the site frontage at Van Ness Avenue (northbound) and Van Ness Avenue and O'Farrell Street (southwest corner, southbound). AC Transit (East Bay service), SamTrans (Peninsula service), and CalTrain (Peninsula service) do not serve the project site, but may be reached by transferring from the appropriate MUNI lines.

Polk and O'Farrell Streets are designated as Preferred Commute Bike Routes in the Transportation Element of the *City Master Plan*. There are no streets in the project vicinity currently posted as bicycle routes.

Parking within the project area consists of metered and unmetered on-street parking spaces, and publicly accessible off-street lots and garages. On-street parking in the vicinity of the project is generally considered full. Off-street parking occupancy varies among the 33 garages and lots surveyed, with an average occupancy of about 59 percent during the weekday evening period



LEGEND

- Transit stop
- 38,38L Muni
- GG Golden Gate
- ↑ One-way flow
- ↑↓ Two-way flow

Source: Korve Engineering

Case No. 94.618E 1000 Van Ness Avenue

STREET NETWORK AND TRANSIT ROUTES IN THE PROJECT AREA

FIGURE 12

and approximately 32 percent during the weekend evening period (both time periods are between 5:00 to 7:00 p.m.).⁷ Of the 33 off-street parking facilities surveyed, 24 lots (464 spaces) are for private parking and 9 lots (890 spaces) are available for public parking.

NOTES - Transportation

¹ Information on transportation was based on the *1000 Van Ness Avenue Mixed-Use Development Transportation Study*, by Kolve Engineering, February 1996. This report is on file and available for public review at the City Planning Department, 1660 Mission Street, San Francisco.

² Jeff Weiss, Caltrans Public Information, I-280 Project, telephone conversation, August 10, 1995.

³ John Thomas, Project Engineer, Chief Administrative Officer Waterfront Transportation Projects Office, City and County of San Francisco, telephone conversation, August 10, 1995.

⁴ Jerry Robbins, Planner, Department of Parking and Traffic, telephone conversation, October 6, 1995.

⁵ City of San Francisco *Master Plan*, Transportation Element, amended November 1984, page I.4.16.

⁶ Walking distance is considered one-quarter mile.

⁷ A survey of off-street parking supply and occupancy conditions within a two-block radius of the proposed project (bounded by Post, Larkin, Eddy, and Gough Streets) was conducted on Saturday, February 4, and Wednesday, February 8, 1995, by Kolve Engineering, and is part of the transportation report referenced in Note 1.

E. AIR QUALITY

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network that measures the ambient concentrations of six air pollutants: ozone (O_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2). On the basis of the monitoring data, the Bay Area had been designated a "non-attainment" area with respect to the Federal O_3 and CO standards. The Bay Area recently was recently redesignated by the U.S. Environmental Protection Agency (EPA) a "maintenance area" for ozone, while a request for redesignation to "maintenance area" for CO has been submitted to the EPA. The air basin is either an attainment area or is unclassified for all other national ambient air quality standards. In addition, San Francisco has experienced violations of the State 8-hour CO and PM_{10} standards. A 4-year summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (a few miles southeast of the project site) is shown in Chapter X, Appendix D, together with the most stringent corresponding State and/or Federal ambient air quality standards in San Francisco. From 1990 to 1993, no violations occurred of either the 1-hour or 8-hour CO standards, or the standards for O_3 , NO_2 , SO_2 , or lead. The State PM_{10} standard was exceeded on between 5 and 15 days each year during the 4-year period of 1990 to 1993.

CO concentrations are monitored both at the 10 Arkansas Street (near 16th Street) monitoring station and at BAAQMD headquarters at 939 Ellis Street. Monitored levels at 939 Ellis Street, which is located near the heavily travelled Van Ness Avenue corridor, should be representative of the project site.

Comparison of these data with those from other BAAQMD monitoring sites indicates that San Francisco's air quality is among the least degraded of all developed portions of the Bay Area. Three of the prevailing winds, west, northwest, and west-northwest, blowing off the Pacific Ocean, reduce the potential for San Francisco to receive air pollutants from elsewhere in the region.

Data from air quality monitoring in San Francisco show that violations of the State (but not Federal) PM_{10} standards have occurred. Before 1989, occasional violations of the State/Federal 8-hour standard for CO were also recorded annually. CO is a non-reactive air pollutant, the major source of which is motor vehicles. CO concentrations are generally highest during periods of peak traffic congestion. PM_{10} levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of PM_{10} in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.¹

San Francisco, like all other subregions in the Bay Area, contributes to regional air quality pollutants, primarily O_3 , in other parts of the Bay Area. O_3 is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. O_3 standards are violated most often in the Santa Clara, Livermore, and Diablo Valleys, because local topography and meteorological conditions favor the build-up of O_3 precursors there.

In 1987, emissions from motor vehicles were the source of 76 percent of the CO, 46 percent of the HC, 4 percent of the PM_{10} , 18 percent of the SO_2 and 55 percent of the NO_x emitted in San Francisco.² These percentages are expected to apply reasonably well to current conditions, although the amount of pollutants may have changed.

The Federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the Federal or State ambient air quality standards are not met as "non-attainment areas." Because of the differences between the national and State standards, the designation of non-attainment areas is different under the Federal and State legislation.

The Bay Area has both a Federal and State air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures designed to reduce emissions from automobiles.

NOTES - Air Quality

¹ Bay Area Air Quality Management District, *Base Year 1990 Emissions Inventory Summary Report*, October 1993.

² Ibid.

IV. ENVIRONMENTAL IMPACTS

An application for environmental evaluation for the 1000 Van Ness Avenue project was filed on November 22, 1994. On the basis on an Initial Study published on December 15, 1995, the San Francisco Planning Department, Office of Environmental Review, determined that an Environmental Impact Report (EIR) was required. The Initial Study determined that issues related to land use, urban design, glare, population and housing, noise, construction air quality, wind, utilities and public services, biology, hydrology, water quality, geology and topography, energy and natural resources, hazards, and cultural resources (archaeology) required no further discussion. Therefore, with the following exception, the EIR does not discuss these issues. (See Chapter X, Appendix A, pages A.1 to A.44, for the Initial Study.) Subsequent to publication of the Initial Study, the sponsor has proposed to amend the *City Planning Code* to allow restoration and replacement signage on Landmark buildings in the Van Ness Area Plan Special Use District. The impacts of the proposed amendment are presented in this EIR. Not all of the impacts presented in this chapter are physical environmental effects as defined by the California Environmental Quality Act (CEQA). Nonphysical effects are included here for informational purposes only.

The proposed project would contribute environmental impacts in addition to cumulative impacts that have been analyzed for the year 2000 in the *Van Ness Avenue Area Plan Final EIR* (VNAP FEIR), a Program EIR published by the Department of City Planning (Case No. 82.392E/87.586E, FEIR certified December 17, 1987). The VNAP FEIR analyzed the effects of the proposed VNAP and the attendant zoning. Potential impacts of development which could occur under the plan and zoning were discussed in the VNAP FEIR utilizing a methodology that involved calculation of maximum development potential on parcels within the plan area considered most likely to develop or redevelop over a 10-year period. These parcels are known as "soft sites." Pursuant to Section 15168 of the California Environmental Quality Act (CEQA) Guidelines, the VNAP FEIR can be considered a "Program EIR" for the plan area and the approximately 50 soft sites included in its analysis. The 1000 Van Ness Avenue building, formerly an auto showroom, was

considered a soft site in the VNAP. The plan encouraged retention of the building while allowing for conversion to office use. The FEIR analyzed the environmental effects of office use (a relatively intensive land use) for the project site; however, it did not consider development of 901 Polk Street, an adjacent site. Because the proposed project would generate greater cumulative impacts, primarily in the areas of transportation and related air quality, for the two parcels than those analyzed for the 1000 Van Ness Avenue parcel, alone, in the VNAP FEIR and the previous Negative Declaration for the two parcels, this EIR has been prepared.

A. LAND USE AND ZONING

LAND USE

The proposed project would entail the rehabilitation and alteration of the historic 1000 Van Ness Avenue building and the demolition of the 901 Polk Street building. These structures are currently vacant.

The project would reuse or replace about 224,000 sq.ft. of existing vacant space (208,000 sq.ft. at 1000 Van Ness Avenue of which 9,400 sq.ft. would be demolished, and 16,000 sq.ft. at 901 Polk Street which would also be demolished) with a total of 424,700 sq.ft. (including 198,600 sq.ft. at Van Ness Avenue and 226,100 sq.ft. at 901 Polk Street), a net addition for the entire site of about 200,700 sq.ft.

The VNAP FEIR identifies the area along Van Ness Avenue between Golden Gate Avenue and Broadway (including the project site) as the subarea expected to experience the greatest amount of new development under its guidelines. The FEIR notes, however, that the present mix of residential and commercial uses is not expected to change substantially with this increase. The proposed project would contribute to the existing land use trends identified in the VNAP FEIR, most notably, the conversion of commercial and warehouse uses, and vacant space to residential uses.

Section 243, Van Ness Special Use District (VNSUD), of the *City Planning Code* sets forth requirements for development in the district. The uses proposed with the project would be consistent with Section 243(b), VNSUD Purposes, which presents the zoning requirements of the VNSUD as follows:

"In order to implement the objectives and policies of the Van Ness Avenue Plan, a part of the Master Plan, which includes (i) creation of a mix of residential and

commercial uses on the boulevard, (ii) preservation and enhancement of the pedestrian environment, (iii) encouragement of the retention and appropriate alteration of architecturally and historically significant and contributory buildings, (iv) conservation of existing housing stock, and (v) enhancement of the visual and urban design quality of the street"

ZONING

About one-half of the project site (the western part) is in an RC-4 (Residential-Commercial Combined, High Density) zoning district with a 130-V Height and Bulk designation and the VNSUD. The eastern half of the site is in an NC-3 (Moderate Scale, Neighborhood Commercial) zoning district with a 130-E Height and Bulk designation. The project site is also in Special Sign District for sign illumination (SSD-4, Section 608) and Automotive Special Use District (SUD-A, Section 237).

The *City Planning Code*, which incorporates by reference the City Zoning Maps, governs permitted uses, densities, and configurations of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code or an exception is granted pursuant to its provisions. As noted in the Environmental Setting chapter, the project uses would be principal permitted uses without rezoning under Sections 243 (VNSUD) and 712.1 (NC-3) of the Code. However, under NC-3 zoning on the Polk Street side, movie theaters above the second floor are not permitted. The project sponsor has applied for an amendment to the zoning map of the *City Planning Code* to extend the RC-4/VNSUD to Polk Street (the NC-3 portion of the site). The NC-3 part of the site would be reclassified from NC-3 to RC-4/VNSUD, making the entire site RC-4/VNSUD. The amendment to the zoning map would be confined to the proposed site, and would not have a direct environmental effect on any other property. The zoning would differ from zoning immediately north and south of the site and would be the same as zoning one-half block north of the project site in the block bounded by Van Ness Avenue, and Post, Geary, and Polk Streets. As noted at the beginning of this chapter (page 56), the environmental impacts of this rezoning would be confined to the site and are discussed by specific topic. The proposed project represents approximate maximum development of the site, a conservative analysis. Therefore, it is not necessary to evaluate further development potential under the zoning reclassification.

The floor area ratio (FAR) in the RC-4/VNSUD portion of the site is 7:1, inclusive of dwelling units. The FAR in the NC-3 portion of the site is 3.6:1. Residential uses in an NC district do not count

against the allowable FAR. A number of building uses are excluded from FAR calculation. These include required and accessory parking and loading, open space and mechanical and maintenance areas (*City Planning Code* § 102.9 [Gross Floor Area] and 102.11 [Floor Area Ratio]). The calculated project FAR would be 5.4:1 allowable within the code, if the zoning map were amended to include the entire site within the VNSUD.

The site is also in two height and bulk districts, 130-V and 130-E, the boundaries of which correspond, respectively, to the RC-4 and NC-3 use districts described above. The maximum height in both districts is 130 feet. The proposed project would not exceed 130 feet at its highest point. Maximum bulk limits for the 130-E and 130-V height and bulk districts are shown in Table 270, Bulk Limits, *City Planning Code* § 270. The maximum plan dimensions, which in the VNSUD portion of the site could apply at a level above 50 feet, if determined by the City Planning Commission, and which do apply above 65 feet in the NC-3 portion of the site, are 100 feet in length and 140 feet in diagonal dimension. The new addition to the 1000 Van Ness Avenue building would be 173 feet in length and 211 feet at the diagonal with no set backs (i.e., the dimensions of the structure would be the same at ground level and above 50 feet). The total dimensions of the project would be 379 feet in length and 395 feet at the diagonal. Even with the proposed zoning reclassification of the NC-3 portion of the site, the project would require an allowable exception to the bulk requirements of the *City Planning Code* as part of the Planned Unit Development (PUD) process.¹ As noted, the impacts of the rezoning would be limited to the project site only and are addressed by specific topic in the following sections on architectural and historic resources, transportation, and air quality.

Neither the Special Sign District for sign illumination nor the Automotive Special Use District designations for the site area are applicable to the project. The Van Ness Special Sign District (Section 607.3) prevails over the Special Sign District for sign illumination and no automotive uses are proposed for the project site.

The proposed project (the 1000 Van Ness Avenue building) would also require amendment of *City Planning Code* Section 607.3, Van Ness Special Sign District, to allow the replacement and restoration of signs previously removed from Landmark-designated buildings in the Van Ness Special Use District. This ordinance would potentially have an effect on two other Landmark-designated buildings in addition to the project: the Stadmueller House at 819 Eddy Street (City Landmark No. 35) and the Earle C. Anthony Packard showroom at 901 Van Ness Avenue (City Landmark No. 153). All of the buildings are used for office/retail. None of the buildings, including the proposed project, are in residential use. There are no buildings where the

frontages contain signage (or may have had signs) that are immediately adjacent to residential uses. However, the proposed project would introduce residential uses to the site. The 1000 Van Ness Avenue building is across Myrtle Street from the Richlieu Hotel and signage on the Van Ness Avenue frontage may be noticeable from rooms on the southwest corner.

The environmental effects of the ordinance to amend Section 607.3 would be similar, if not the same, as the previous signs and would be primarily visual. Light and glare cast by signs could increase, which might have an effect on residential uses if they were to be adjacent to the signs. As noted, residential uses do not currently adjoin the affected buildings, although the Richelieu Hotel is across Myrtle Street from the site. Because the proposed project (and alteration of other affected Landmarks under the sign ordinance) must meet the standards for a Certificate of Appropriateness, and compliance with these standards is reviewed by qualified Department staff, members of the Landmarks Board, which oversees the designation and disposition of Landmark buildings in the City, and the City Planning Commission, therefore, the project and the proposed revision of the sign ordinance could not adversely affect a building or district of historic significance and would not conflict with the preservation of a building or district subject to Article 10 of the Planning Code.

Other effects of the proposed ordinance would relate to the visual impact of new signs on Landmark-designated buildings. Alterations to Landmark-designated buildings are regulated by Article 10 of the Planning Code which includes the Certificate of Appropriateness process. Concerns about visual effects of proposed restoration or replacement of signs on Landmark buildings would be considered during this process.

NOTES - Land Use and Zoning

¹ Under Section 253 of the *City Planning Code*, Review of Proposed Buildings Exceeding a Height of 40 Feet in a R District, the project shall be permitted only upon approval by the City Planning Commission, according to procedures for Conditional Use Approval in Section 303. The project is subject to conditional use authorization for other issues, and no height and bulk exception is sought for that portion of the project in the existing RC-4 district.

B. ARCHITECTURAL AND HISTORIC RESOURCES¹

The building at 901 Polk Street, on the project site, is not noted or rated for architectural or historic merit in any of the surveys discussed in this EIR. The building would be demolished and replaced with new construction.

According to the historic preservation consultant, it is historically significant for its fine materials and detailing, characteristic of the evolution of commercial architecture in the first quarter of the 20th Century. It is also important for its role in the early definition of a building type for car dealerships and in the development of the prominent "auto row" on Van Ness Avenue. The building and project site have important associations with architect Charles Peter Weeks, owner Don Lee and his radio network, station KFRC, and literary figure Alice B. Toklas. Except for the removal of its large cornice, the building has suffered little loss of integrity.²

The project sponsor has applied for Federal tax credits for the project in accordance with the Tax Reform Act of 1986. In order to qualify for tax credits, the project would have to be eligible for listing on the National Register of Historic Places (NRHP). According to the historic preservation consultant, 1000 Van Ness Avenue appears eligible for listing on the NRHP. Part 1 of the three-step process, the Determination of Eligibility to the National Register of Historic Places, has been approved by (concurred with) the State Office of Historic Preservation (SOHP) and the National Park Service (NPS).³ This is the first step required of the applicant for a tax credit for a building not yet listed on the National Register. Before tax credits can be approved, the sponsor would have to obtain certification from SOHP and NPS that the design complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, 1992 (the Secretary's Standards).⁴

The proposed project would include an overall restoration and rehabilitation of the north, west, and south elevations on the exterior, and the showroom and second floor landing on the interior. In order to qualify for tax credits, alterations would have to conform to the Secretary's Standards. Replication of the missing original metal cornice would restore the integrity of the most important exterior elevations (Figures 13 and 14, pages 62 and 63, respectively). The replacement cornice would be based on documentary, physical and pictorial evidence, as required by the Secretary's Standards. The project would also entail repair and refinishing of exterior elements, including terra cotta, stucco, windows (frame, sash, trim, spandrel panels, and sheet metal ornament), and doors. On the interior, the showroom would be retained and replicated, with the existing fluorescent light fixtures removed and replaced with fixtures intended to be compatible with the historic design of the space. Other original finishes would be retained and missing architectural detail, such as terra cotta, would be replicated. The showroom stair to the second floor mezzanine and the space at the top landing of the stair would be retained in their original condition.

The 1000 Van Ness Avenue building is City Landmark No. 152. It is rated "2" in the 1976 Planning Department survey (on a 0-5 scale, with "5" the highest rating), and included in the list of significant buildings in the VNAP. It is in the Foundation for San Francisco's Architectural Heritage inventory's secondary survey area; buildings in this area were not rated by Heritage.



The photomontages are shown at different scales. Figure 14 is at 35 mm. Figure 13, however, is at 28 mm. The City Planning Department prefers that all photomontages to be 35 mm because this dimension approximates to the greatest extent possible the human view perspective in an urban context. A wider angle was used in the revised Figure 13 in order to show the entire frontage of the Van Ness Avenue and O'Farrell Street elevations of the project and the proposed signage on the north west and south west corners of the 1000 Van Ness Avenue building.

According to the historic preservation consultant, it is historically significant for its fine materials and detailing, characteristic of the evolution of commercial architecture in the first quarter of the 20th Century. It is also important for its role in the early definition of a building type for car dealerships and in the development of the prominent "auto row" on Van Ness Avenue. The building and project site have important associations with architect Charles Peter Weeks, owner Don Lee and his radio network, station KFRC, and literary figure Alice B. Toklas. Except for the removal of its large cornice, the building has suffered little loss of integrity.²

The project sponsor has applied for Federal tax credits for the project in accordance with the Tax Reform Act of 1986. In order to qualify for tax credits, the project would have to be eligible for listing on the National Register of Historic Places (NRHP). According to the historic preservation consultant, 1000 Van Ness Avenue appears eligible for listing on the NRHP. Part 1 of the three-step process, the Determination of Eligibility to the National Register of Historic Places, has been approved by (concurred with) the State Office of Historic Preservation (SOHP) and the National Park Service (NPS).³ This is the first step required of the applicant for a tax credit for a building not yet listed on the National Register. Before tax credits can be approved, the sponsor would have to obtain certification from SOHP and NPS that the design complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, 1992 (the Secretary's Standards).⁴

The proposed project would include an overall restoration and rehabilitation of the north, west, and south elevations on the exterior, and the showroom and second floor landing on the interior. In order to qualify for tax credits, alterations would have to conform to the Secretary's Standards. Replication of the missing original metal cornice would restore the integrity of the most important exterior elevations (Figures 13 and 14, pages 62 and 63, respectively). The replacement cornice would be based on documentary, physical and pictorial evidence, as required by the Secretary's Standards. The project would also entail repair and refinishing of exterior elements, including terra cotta, stucco, windows (frame, sash, trim, spandrel panels, and sheet metal ornament), and doors. On the interior, the showroom would be retained and replicated, with the existing fluorescent light fixtures removed and replaced with fixtures intended to be compatible with the historic design of the space. Other original finishes would be retained and missing architectural detail, such as terra cotta, would be replicated. The showroom stair to the second floor mezzanine and the space at the top landing of the stair would be retained in their original condition.



The photomontages are shown at different scales. Figure 14 is at 35 mm. Figure 13, however, is at 28 mm. The City Planning Department prefers that all photomontages to be 35 mm because this dimension approximates to the greatest extent possible the human view perspective in an urban context. A wider angle was used in the revised Figure 13 in order to show the entire frontage of the Van Ness Avenue and O'Farrell Street elevations of the project and the proposed signage on the north west and south west corners of the 1000 Van Ness Avenue building.

On the exterior, the greatest change proposed by the project besides replacement of the missing cornice would be demolition of the east wall of the building (the Polk Street side). Although it is the least detailed wall of the building and the only one of brick construction, this wall and its steel sash are original and character-defining in that they contribute to the structure's loft-like appearance. As noted on page 47, the building was apparently designed to be extended east to Polk Street. For example, the east wall differs in construction from the other three exterior walls. The east wall is brick construction, while the other walls are concrete, and the structural design of the building's east wall and columns supports this intention as mentioned previously.

An early magazine article about the 1000 Van Ness Avenue building and the construction of the east wall mentions the original intention of demolishing the wall to extend the building to Polk Street (see page 47). The project would make a major change in the appearance of the building's east exterior.

Removing the east wall would be acceptable under the Secretary's Standards because the wall is utilitarian and temporary in nature and could be rebuilt in the future if the addition were removed. The Secretary's Standards state:

"New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment."

"New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired."⁵

According to the historic preservation consultant, the east wall, while characteristic of the materials and technology of loft buildings of its age, is not essential to maintaining the integrity of the overall building. The five easternmost bays of the north elevation, which are similar in character, would be preserved and restored, thus maintaining the loft-like character of the exterior.

Lesser changes are proposed for the 1000 Van Ness Avenue building's other three elevations. On the north elevation, the use and height of basement and ground floor openings would be changed in some cases. The location in plan of openings would remain generally consistent with the existing configuration and only would be expanded to meet current code requirements

for the function of building services. On the west (Van Ness) elevation, the primary facade, a new entry door for the handicapped would be installed in the glass storefront of the northernmost bay, where the existing sidewalk grade is close to the ground floor level. New signs similar to the original signs in size, design, and location would be replicated on the north and southwest corners, where they were originally located. Four existing window openings would be expanded to accommodate exit doors in two bays at the basement level in the south elevation. On each elevation, except the east to be demolished, the original windows would be left in place, although at some locations the interior shear walls required for seismic bracing and exit stairs would cause some to become blind windows; some would have partitions ending at their interior face. This would change the exterior appearance of some windows.

The existing steel sash in the easternmost five bays of the north elevation would be surveyed and repaired and retained wherever possible. Where necessary, the existing steel units would be reinforced structurally and augmented with an additional window unit on the interior side to achieve acoustic isolation. Existing steel units too deteriorated to be retained would be replaced with matching metal windows. This approach would not affect the historic character and integrity of the building.

The interior construction that would obstruct or blind some of the original windows would be designed to be unobtrusive and would not be noticeable at night. In the opinion of the historic preservation consultant, the new and changed openings in the north, west, and south elevations would not destroy materials or features that characterize the property. They could be removed and the original conditions replicated in the future, if desired.

The proposed building addition on the east would match the parapet height of the existing building (1000 Van Ness Avenue). The existing one-story building at 901 Polk Street is lower than the first floor of 1000 Van Ness Avenue, appearing more as a podium than a neighboring building when viewed from the east and visually negligible from the west. The addition replacing the one-story building would match the massing of the existing building, changing its role in the street walls of Polk and O'Farrell Streets. Adding to the building is permitted under the Secretary's Standards. The height of the addition would match that of the existing Landmark building and, in the opinion of the historic preservation consultant, would not detract from it even though it would be a major change.

As noted, the approximately 227,000-sq.-ft. new building would extend to the east lot line (see Figure 14, page 63). The height of the addition would be the same as that of the 1000 Van Ness Avenue building. The proposed building would be a simple rectangle in plan, except on O'Farrell Street where it would meet the existing building. At this juncture, there would be a reveal, or notch, roughly 3-feet deep and 25-feet wide. The parapet would be the same height as the existing 1000 Van Ness Avenue building except at the reveal, where it would be about five feet lower. Windowed storefront would occupy about half the ground floor at the east elevation and would include the corner onto the south elevation. The recessed reveal where the addition meets the south elevation of the existing building would contain a blind glass-curtain wall.

In the opinion of the historic preservation consultant, the addition would be compatible with the existing building in massing, size, and scale, and relate to the existing 1000 Van Ness Avenue building through the use of dryvit/stucco and terra cotta materials (important components of the 1000 Van Ness Avenue building facade). The project sponsor would attempt to match the color of materials in the new structure with the color of the 1000 Van Ness Avenue building. The glass-faced reveal in the addition where it meets the south elevation of the existing building is intended to make a clear division between the two facades and allow the detailing of each to be visually complete without clashing with the other. The brick facing on the addition, in the opinion of the historic preservation consultant, should be detailed so as to be compatible in color, texture, and detailing with the materials and design of the existing building.

While old and new construction would be differentiated as described above, differences are intended to be compatible under the meaning of the Secretary's Standards. The base of the facade of the addition would be faced in a cast, glazed material analogous to the terra cotta base of the existing building. Blind windows at upper floors would be grouped into three vertical divisions, as they are on the existing building. Dryvit panels covering the remainder of the walls at upper stories of the addition would be divided into similar vertical zones by the cast glazed material resembling the terra cotta string courses (horizontal exterior detailing bands) of the original building. The cornice, similar in height to that of the existing building, would frame the old and new structures. In these ways, in the opinion of the historic preservation consultant, the design of the new addition would be compatible in architectural detail under the meaning of the Secretary's Standards. Development of the design would be monitored by the State Office of

Historic Preservation and the National Park Service for tax credit approval. Before tax credits may be approved, the sponsor must obtain certification from the SOHP and NPS that the design complies with the survey's standards.

The project would introduce few changes in the showroom, the most important interior space. The former showroom would continue to function as the principal entrance to the building for the movie theaters, retail spaces and health club. Partial-height glass partitions dividing the lobby into entry, ticket lobby and retail areas could interfere with the spatial reading of the showroom, but would not detract from its integrity and would be reversible.

The most prominent change to the 1000 Van Ness Avenue building interior would be the creation of an eight-story atrium centered in the two easternmost bays. Creation of this primary vertical circulation space would involve cutting seven floor plates and removing one column; two new columns not aligned with the existing column grid would be added. The space the atrium would occupy on the second through eighth floors is bare, unimproved garage space. On the first floor, the new atrium would be located in the rear showroom, currently distinguished from the other garage levels by its integrally colored concrete floor with tooled joints. The atrium would not disturb the exterior of the building or the entry arrangement in the auto showroom/lobby. The atrium would not destroy any character-defining features of the building in the opinion of the historic preservation consultant.⁶ The atrium construction could be reversed by removing its new columns and reconstructing the floor plates and original columns.

Another change to the interior would be the replacement of the existing original core elements at the middle of the north elevation. This would eliminate the existing original car elevators and lavatories, two character-defining elements of the building. Original offices on the eighth floor, apparently associated with the former radio station use, would also be eliminated. The original car elevators and lavatories are not essential to maintaining the integrity of the building and are minor features particular to the car dealership operation. They were never accessible to the public and they do not meet building code or program requirements for the future use of the building. The eighth floor offices, apparently associated with the former radio station use, have lost their integrity through alterations and demolition and no longer convey that aspect of the building's history. Concrete shear walls, which would be added to the interior of the building for

seismic upgrade purposes, would slightly change the thickness and plan configuration of certain existing walls, but would have no overall impact on the building's interior. Improving the seismic performance of the building would be a long-term benefit for preservation of the structure.

Overall, the project would preserve many original spaces throughout the building on five of the nine floors, and would allow the public greater access to four of those floors than it had in the past. The top four floors proposed as residences, where partitions would change the character of the interior, would remain inaccessible to the public.

In the opinion of the historic preservation consultant, the project would comply with the Secretary's Standards. The conversion of uses from car dealer and radio station to retail, restaurant, movie theater, and residential units would require "minimal change to the defining characteristics of the building," as stipulated by the Secretary's Standards. The project would preserve and replicate distinctive features, finishes and examples of craftsmanship which characterize the 1000 Van Ness Avenue building.

NOTES - Architectural and Historic Resources

¹ The discussion of the 1000 Van Ness Avenue building is based on the *Architectural Report and Analysis 1000 Van Ness Avenue*, November 30, 1995, by Page & Turnbull. This report is on file and available for public review at the City Planning Department, 1660 Mission Street, San Francisco.

² *Integrity* is the ability of a property to convey its significance. The evaluation of integrity is sometimes a subjective judgement, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance. The National Register criteria recognizes seven aspects or qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling and association. *National Register Bulletin 15, Technical Information on Comprehensive Planning, Survey of Cultural Resources and Registration in the National Register of Historic Places*. U.S. Department of the Interior National Park Service, Interagency Resources Division, 1991, page 44.

³ Recommendation by State Office of Historic Preservation (SHPO) and the National Park Service (NPS), *Historic Preservation Certification Application, Part 1, Evaluation of Significance*, December 12, 1995. This document is on file and available for public review at the City Planning Department, 1660 Mission Street, San Francisco.

⁴ U.S. Department of the Interior, National Park Service, Preservation Assistance Division, Washington D.C., *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, 1992.

⁵ Ibid.

⁶ The atrium would remove one column at each level. In the opinion of the historic architecture consultants, even though the columns as a group are a character-defining feature of the building, removal of one column from the atrium would not diminish their overall role in the building's architectural fabric.

C. SHADOW

THE SUNLIGHT ORDINANCE

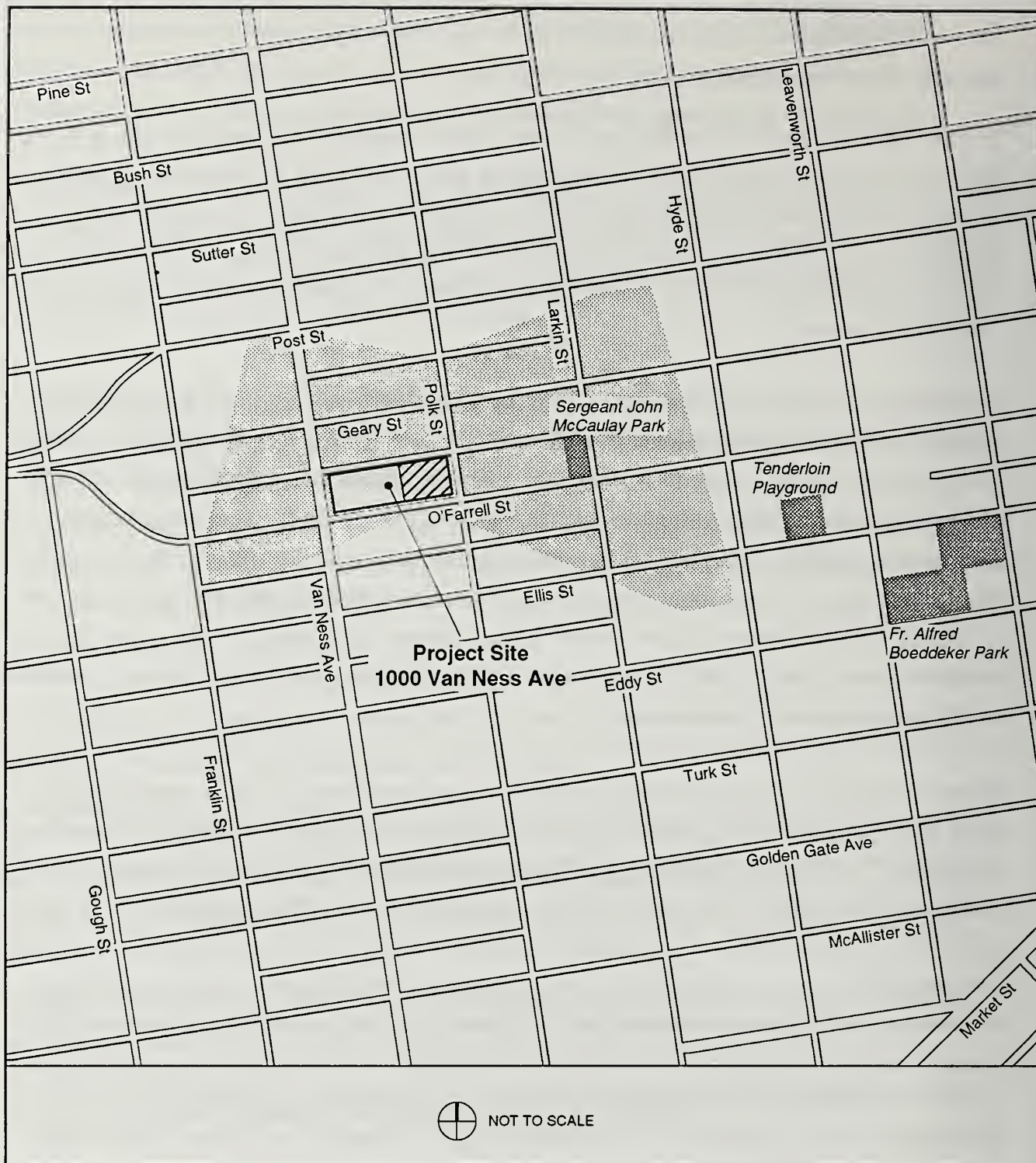
In June 1984, the voters of the City and County of San Francisco approved Proposition K, the Sunlight Ordinance (*City Planning Code* Section 295), prohibiting the issuance of building permits for structures that would shade property under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission unless the City Planning and Recreation and Park Commissions determine that such shade would have an insignificant adverse impact on the use of such property.

In February 1989, the City Planning and Recreation and Park Commissions adopted shadow criteria for all 15 parks in the Greater Downtown Area. These districts have the greatest potential for new shadow on parks because of the permitted height limits. The commissions: 1) set an Absolute Cumulative Limit for new shadow for each open space; 2) (where new shadow is allowable): projected individual building impacts and allocated a portion of the additional allowable shadow among specific projects, within the Absolute Cumulative Limit; and 3) set forth qualitative criteria for new shadow. In the project vicinity, Sergeant John Macaulay Park is protected under Section 295. The Absolute Cumulative Limit for this park is zero percent additional shadow-foot-hours per year.

Figure 15 (page 70) shows the maximum extent of shadow generated by the proposed 1000 Van Ness Avenue project (new addition only) as though cast on the ground without intervening structures. This shadow trace includes all areas that could be shaded by the project during the hours when the Sunlight Ordinance applies: between one hour after sunrise and one hour before sunset, year round. The shadows of greatest length would occur when the sun is relatively low in the sky, during early morning and late afternoon hours. The proposed project, however, would not cast new shadow on the Sergeant John Macaulay Park due to the existing shadow cast by the building immediately west of the park. This building lies between the park and the proposed project, and the proposed project would not be high or bulky enough to cast new shadow over or around this building onto the park.¹ Therefore, the project would comply with Section 295 of the Code.

NOTES - Shadow

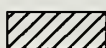
¹ CADP, Inc., *1000 Van Ness Shadow Study*, November 28, 1995. This study is on file and available for public review at the City Planning Department, 1660 Mission Street, San Francisco.



LEGEND



Shadow trace



Portion of project site used in shadow trace calculation (New construction)

D. TRANSPORTATION

CUMULATIVE CONTEXT

Introduction

Prior to the 1989 Loma Prieta earthquake and the recession of the early 1990's, the cumulative context for future transportation conditions in San Francisco and the Bay Area was based on future years 2000 and 2010 analyses presented in the *Mission Bay EIR* and the *South of Market EIR*. These estimations of future conditions have been superseded with the recently completed analysis conducted for the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure DEIS/DEIR*¹ and the preliminary studies for the Central Freeway. The analyses conducted as part of these recent studies incorporate the changes to the regional and local street network following the Loma Prieta earthquake, and updated estimates of economic growth and change in San Francisco and the Bay Area prepared by the Association of Bay Area Governments (ABAG).

Overall, the results of the Central Freeway and Embarcadero Freeway/Terminal Separator Structure Replacement analyses are consistent with previous studies, in that in the future, more congested highways combined with improvements in transit would result in a shift from autos (especially solo drivers) to transit and ridesharing for trips to and from downtown and vicinity, which includes the proposed 1000 Van Ness Avenue project site. The relevant transportation analysis from the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure DEIS/DEIR* are incorporated by reference and summarized below.

Future Travel Demand

The *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure EIS/EIR* analysis includes evaluation of transportation conditions in the year 2015. Future travel demand was estimated using the regional travel demand forecasting model developed by the Metropolitan Transportation Commission (MTC). This model utilizes the Association of Bay Area Governments (ABAG) land use database in the nine county San Francisco Bay Region to determine the number of future daily and peak period trips. As part of the environmental review process, the City and County of San Francisco Planning Department developed year 2015 estimates of the number of households and employees at the Traffic Analysis Zone level, based on citywide ABAG projections for year 2010, information on approved projects in downtown, and reasonable assumptions regarding future development.

ABAG 92 projections for the year 2010 were adjusted for downtown San Francisco zones in Superdistricts 1 (northeast quadrant) and 3 (southeast quadrant), and extrapolated to develop year 2015 conditions. In total, employment in San Francisco is expected to increase between 1990 and 2015 by 165,631 jobs (28% increase), and the number of households is expected to increase by 45,572 dwelling units (15% increase). Superdistrict 1, which includes the Financial District as well as the proposed project site, is anticipated to experience the greatest growth of the four Superdistricts. Employment is anticipated to increase by 128,292 jobs (32% increase), and households by 39,449 dwelling units (68% increase).

A market study conducted for the Planning Department following the development of year 2015 land use estimates by the Planning Department specified lower estimates of employment. However, the total difference for those travel analysis zones in the downtown area between the preliminary and the revised estimates was less than 4 percent, and even lower (less than 1 percent) for the four San Francisco Superdistricts as a group. As a result, the Planning Department estimates were assumed to be valid and were used in the analysis.²

Daily travel demand estimates were developed using the updated year 2015 land use database and the transportation network included in the year 2010 MTC travel demand forecasting model. Between 1990 and 2015 it is anticipated that there would be an increase of 581,189 (15% increase) in total persons trips per day (auto plus transit). Transit trips would increase by 22 percent, while auto trips would increase by 13 percent. The greatest increase for both auto and transit would be in Superdistrict 1, which includes the project site, and Superdistrict 3.

The proposed project at 1000 Van Ness Avenue is expected to be completed, occupied and the amount of net new space attributed to the project absorbed by 2005. Therefore, the impacts of the project and contribution to cumulative transportation impacts would occur within the 1993 to 2015 context.

Regional Travel

The October 1989 Loma Prieta earthquake rendered many freeway sections and freeway ramps serving San Francisco inoperable. The closure and/or demolition of freeways affected accessibility to and from San Francisco, particularly the northeast quadrant of the City, the area generally north of Bryant Street and east of Van Ness Avenue. The primary freeway facilities that

provided access to San Francisco include: I-280, the Embarcadero Freeway (SR 480) and the Central Freeway (U.S.101). All three were severely damaged as a result of the earthquake and had to be closed immediately following the earthquake. A brief summary of the status of each freeway follows:

Embarcadero Freeway: Prior to the earthquake the Embarcadero Freeway provided access to downtown San Francisco and the northeast waterfront via the Main/Beale, Washington/Clay and Broadway ramps. The closure of the freeway following the 1989 earthquake gave the City an opportunity to evaluate its role in serving the downtown street network and the I-80/U.S. 101 connections in relation to its location on the Bay shoreline. As a result, in 1990, the San Francisco Board of Supervisors passed a resolution endorsing the demolition of the Embarcadero Freeway and calling for the evaluation of alternatives to an elevated structure. The demolition of the Embarcadero Freeway and associated ramps resulted in a reduction in congestion at the ramp locations, but affected local traffic by dispersing regional traffic onto local streets.

Five project alternatives have been evaluated as part of the environmental review process. They include a "No Build" alternative and four "Build" alternatives. On January 29, 1996 the San Francisco Board of Supervisors selected one of the build alternatives (the DPT Variant Alternative) as the preferred project alternative. The DPT Variant Alternative would realign and upgrade the existing surface roadway along The Embarcadero between Folsom Street and Broadway, providing three continuous traffic lanes in each direction during the AM and PM peak periods, with the curb lanes providing parking in off-peak periods. This alternative would modify the existing Fremont Street off-ramp from I-80 westbound to allow traffic direct access to Folsom Street. It would also provide additional off-ramp capacity from I-80 eastbound by widening the freeway's approach to the existing Fourth Street off-ramp.

I-280: The I-280 Freeway, which provides access between downtown San Francisco and the Peninsula and the southwestern areas of the City, was also damaged in the 1989 earthquake. The damage was not substantial enough to merit demolition, and Caltrans decided to seismically upgrade the facility. Phase I of the retrofit effort, which consisted of substantial closures of the freeway and ramps, was completed in December 1995. The on-going Phase II retrofit effort will not involve any lane closures during the peak periods, and is anticipated to be completed by the end of 1997.

The closure of I-280 resulted in an increase in traffic on I-80/U.S. 101 and on ramps serving downtown San Francisco. With the recent completion of the Phase I earthquake retrofit effort, I-280 has become available to Peninsula and southwest San Francisco traffic. The planned modifications to I-280 to realign the Berry Street off-ramp to touch down at King Street near 5th Street and construct a new corresponding on-ramp at King Street, combined with the reconstructed The Embarcadero, would serve to improve access to I-280 from downtown and the waterfront. These modifications are expected to be completed by the end of 1997.

Central Freeway: The earthquake severely damaged portions of the Central Freeway that extended northwest from U.S. 101 to the vicinity of the Gough and Ellis Streets. Following the earthquake, the freeway was demolished back to the Oak/Fell ramps and the remainder of the concrete structure was braced. With the removal of the northern portion Central Freeway, traffic decreased on Gough and Franklin Streets that served the ramps, but increased on the remaining ramps and roadways leading to these ramps. This includes Oak Street, Fell Street, Mission Street, Van Ness Avenue and South Van Ness Avenue.

The Central Freeway is the most important regional facility for the proposed 1000 Van Ness Avenue project because it provides direct access from southern San Francisco, the South Bay and the Peninsula via I-280 and U.S. 101, and the East Bay via I-80 and U.S. 101. The most direct route between the site and the Central Freeway is via the Mission and South Van Ness ramps and Van Ness Avenue.

The City is currently conducting planning studies to evaluate alternatives for the replacement of the remaining section. In addition to retrofit of the existing structure, alternatives being considered for evaluation in the EIS/EIR for the Central Freeway would consist of new on- and off-ramps at Duboce to handle Upper Market traffic and modification of the Mission Street off-ramps. These improvements would facilitate access to and from the proposed project site.

Local Streets

Following the Loma Prieta earthquake and subsequent closure and/or demolition of regional facilities, traffic volumes on local streets generally increased, although some decreases occurred on some specific streets, primarily those serving as access routes to/from the ramps. The projected increase in overall trips in the City would result in an increase in traffic on local streets.

Between 1990 and 2015, daily auto trips in San Francisco are anticipated to increase by 13 percent, and are anticipated to increase by 9 percent in Superdistrict 1. This would result in an increase in the number of vehicles using the regional freeway facilities to access and travel through San Francisco, as well as vehicles traveling on local streets. Van Ness Avenue, a primary access route for the proposed project, is also a regional facility (U.S. 101) providing access between the Central Freeway and Lombard Street/the Golden Gate Bridge.

The proposed project is anticipated to generate approximately 2,400 vehicle trips on a weekday, of which 360 would occur during the PM peak hour (between 4:30 and 5:30 PM). It should be noted that most of the vehicle trips generated by the project (primarily the theater and restaurant uses) would occur following the PM peak hour (between 7:30 and 9:30 PM).

The vehicular traffic associated with the proposed project would be part of the cumulative increase in traffic on the regional facilities and local street network, however, project traffic would not contribute substantially to the cumulative conditions. The project traffic represents approximately 1 percent of the total growth in PM peak hour vehicular traffic between 1990 and 2015. The contribution of the project to the regional bridges and freeways would be minimal, as the majority of the trips (more than 75 percent) would be from locations within San Francisco and would use local streets to access the project. Approximately 25 percent of the project vehicle trips would be from outside San Francisco, and would primarily use the Central Freeway to access the local streets. The proposed project would also contribute to the cumulative traffic conditions on local streets, including Geary Street, Sutter Street and Van Ness Avenue. The project trips, however, would not substantially affect the cumulative conditions on these facilities.

The duration of the PM peak period during which regional and local facilities are operating at capacity is expected to increase in the future. This extension or "spreading" of the PM peak period is expected to occur due to overall growth in traffic and no substantial changes to the capacity of the regional and local roadway facilities. The proposed project traffic would result in an increase in the PM peak hour traffic volumes on regional and local facilities, and would therefore contribute to the expected spreading of the peak. However, the project would not be a substantial contributor to the PM peak spread.

Transit

Transit services in the year 2015 would be similar to those existing today, except that several planned transit projects are expected to be constructed by 2015. MUNI's planning objectives include meeting transit demand and accommodating future growth and transportation patterns, and it is anticipated that transit service will be adapted to meet the changing demands within the constraints of declining federal and state operating assistance. These objectives are consistent with the City's "Transit First" policy that indicates that the City has established transit as the preferred mode of transportation for satisfying growing travel demand.

Planned transit services to accommodate future demand include:

- MUNI Metro extension along The Embarcadero between Market Street and Third/King Street. The MUNI Metro turnback at the foot of Market Street is currently under construction. Tracks and stations south of Market Street to Fifth/King Streets have been completed.
- The F-Market electric streetcar extension from Upper Castro to Fisherman's Wharf via Market Street and The Embarcadero. The segment between Upper Castro and Fremont Street is currently in service, and the segment on The Embarcadero between Broadway and Fisherman's Wharf is under construction.
- BART Service on the Daly City line extended to the San Francisco International Airport, and decreased service headways from the 3.75 minutes to 2.25 minutes. BART extensions to Pittsburg and Dublin in the East Bay are also assumed to be in place by 2015. The BART extension to North Concord station was recently opened, and the BART extension south to Colma is expected to open by March 1996.
- CalTrain service extension to downtown San Francisco, and service level increases in the number of trains.

Other transit service providers in San Francisco — the Airporter, Amtrak feeder buses, Gray Line, Golden Gate Bridge, Highway and Transportation District (GGBHTD), SamTrans, AC Transit and other private bus operators are assumed to offer services similar to those provided today, with adjustments for duplication with planned projects noted above, and possible service increases in response to travel demand.

As identified in the Future Travel Demand discussion above, the number of persons using transit to access or leave San Francisco is expected to increase by approximately 22 percent between 1990 and 2015. This increase is greater than the increase in auto traffic and reflects the shift to transit due to increasing congestion in the Bay Area and improvements in transit services. The increase in the use of transit would be most substantial in Superdistrict 1 (25% increase) and Superdistrict 3 (39% increase).

The proposed project is anticipated to generate approximately 2,860 transit trips on a weekday, of which 460 would occur during the PM peak hour. As with vehicle trips, the majority of the transit trips associated with the proposed project would occur following the evening peak period.

The transit trips associated with the proposed project would be part of the increase in transit trips identified above for Superdistrict 1, and would primarily affect local MUNI transit lines rather than regional transit service. The proposed project is well-served by MUNI, and the project trips would be distributed over the eleven lines serving the proposed project. The Van Ness Avenue corridor lines would accommodate the most substantial share of transit trips, while the Geary/O'Farrell and Post/Sutter Street corridors lines would accommodate smaller shares of the project transit trips. The proposed project would not substantially affect the existing operating conditions of the MUNI service in the project area, and would not necessitate the need to modify service to accommodate the project.

PROJECT IMPACTS³

Travel Demand

Project travel demand refers to the total new traffic a proposed project would generate. The 1000 Van Ness Avenue project would generate about 13,216 daily person trip-ends (PTEs) on a weekday and about 18,344 PTEs during a weekend day. (One PTE [or simply "trip"] is a one-way trip. A project user who arrives at and later leaves the project [one round trip] generates two PTEs.) In the p.m. peak hour (4:30 to 5:30 p.m.),⁴ the project would generate about 2,001 PTEs on weekdays and approximately 3,159 PTEs during a weekend day. Table 2 (page 78) presents the weekday daily and peak-hour, and the weekend daily and peak hour PTEs for employees, visitors/patrons, and residents. The PTE generation for the theater component of the proposed project was based on survey data provided by the operators of the cinema complex for another multimovie theater project they manage in San Francisco.⁵ Historical data indicate that the highest theater attendance generally occurs during the months of January, June, and July. At other times, impacts would be expected to be less (i.e., the analysis in this document is based on a conservative maximum use of the project).

Table 3 (page 79) presents the weekday and weekend vehicle trip generation for employees, visitors/patrons and residents. The project would generate a total of about 2,404 daily weekday vehicle trips and about 3,349 daily weekend vehicle trips. The project would generate about 359 vehicle trips during the weekday p.m. peak hour and approximately 566 vehicle trips in the weekend p.m. peak hour.

TABLE 2
PROJECT PERSON-TRIP GENERATION

PROPOSED LAND USE	SIZE	DAILY PERSON-TRIP RATE ^a	TOTAL DAILY PERSON-TRIPS	TOTAL PM PEAK HOUR PERSON-TRIPS ^b	EMPLOYEES PM PEAK HOUR PERSON-TRIPS ^c	VISITOR PM PEAK HOUR PERSON-TRIPS ^c	RESIDENT PM PEAK HOUR PERSON-TRIPS ^c
WEEKDAY							
Theater	3,500 seats	n/a	3,649 ^d	842 ^d	67	775	n/a
Retail	6,100 gsf	150 trips/1,000 gsf	915	37	3	34	n/a
Restaurant	6,400 gsf	600 trips/1,000 gsf	3,840	518	41	477	n/a
Quality Restaurant	12,000 gsf	200 trips/1,000 gsf	2,400	324	26	298	n/a
Health Club	35,300 gsf	57 trips/1,000 gsf	2,012	211	17	194	n/a
Residential Studio/one-bedroom units Two-bedroom units	40 units 10 units	7.5 trips/unit 10 trips/unit	300 100	52 17	n/a n/a	26 9	25 9
TOTAL WEEKDAY PERSON-TRIPS			13,216	2,001	154	1,813	34
WEEKEND							
Theater	3,500 seats	n/a	8,777 ^d	2,000 ^d	160	1,840	n/a
Retail	6,100 gsf	150 trips/1,000 gsf	915	37	3	34	n/a
Restaurant	6,400 gsf	600 trips/1,000 gsf	3,840	518	41	477	n/a
Quality Restaurant	12,000 gsf	200 trips/1,000 gsf	2,400	324	26	298	n/a
Health Club	35,300 gsf	57 trips/1,000 gsf	2,012	211	17	194	n/a
Residential Studio/one-bedroom units Two-bedroom units	40 units 10 units	7.5 trips/unit 10 trips/unit	300 100	52 17	n/a n/a	26 9	25 9
TOTAL WEEKEND PERSON-TRIPS			18,344	3,159	247	2,878	34

Notes: a The daily person-trip generation rates for the proposed land uses were obtained from the Guidelines For Environmental Review: Transportation Impacts, July 1991, Appendix 1, published by the City and County of San Francisco, Department of City Planning.

b The PM peak hour (4:30 - 5:30 PM) person-trips for the proposed land uses were derived from the daily person-trips, based on the PM peak percentages provided in the Guidelines For Environmental Review: Transportation Impacts, July 1991, Appendix 1, published by the City and County of San Francisco, Department of City Planning.

c The employee, visitor, and resident split percentages for the proposed land uses were obtained from the Guidelines For Environmental Review: Transportation Impacts, July 1991, Appendix 2, published by the City and County of San Francisco, Department of City Planning.

d The daily and PM peak hour person-trips for the proposed theater was derived from ticket sales data provided by AMC Theatre Corporation, based on the Kabuki Theater, which is approximately 8 blocks from the project site and a large theater complex.

gsf - Gross square feet

n/a - Not available

Source: Kolve Engineering.

TABLE 3
PROJECT VEHICLE-TRIP GENERATION

PROPOSED LAND USE	SIZE	TOTAL DAILY VEHICLE-TRIPS ^a	TOTAL PM PEAK HOUR VEHICLE-TRIPS	EMPLOYEES PM PEAK HOUR VEHICLE-TRIPS ^b	VISITOR PM PEAK HOUR VEHICLE-TRIPS ^c	RESIDENT PM PEAK HOUR VEHICLE-TRIPS ^d
WEEKDAY						
Theater	3,500 seats	662	153	12	141	n/a
Retail	6,100 gsf	150	6	1	5	n/a
Restaurant	6,400 gsf	607	82	7	75	n/a
Quality Restaurant	12,000 gsf	378	51	5	46	n/a
Health Club	35,300 gsf	543	57	3	54	n/a
Residential Studio/one-bedroom units	40 units	47	8	n/a	4	4
Two-bedroom units	10 units	17	2	n/a	1	1
TOTAL WEEKDAY VEHICLE-TRIPS		2,404	359	28	326	5
WEEKEND						
Theater	3,500 seats	1,607	360	29	331	n/a
Retail	6,100 gsf	150	6	1	5	n/a
Restaurant	6,400 gsf	607	82	7	75	n/a
Quality Restaurant	12,000 gsf	378	51	5	46	n/a
Health Club	35,300 gsf	543	57	3	54	n/a
Residential Studio/one-bedroom units	40 units	47	8	n/a	4	4
Two-bedroom units	10 units	17	2	n/a	1	1
TOTAL WEEKEND VEHICLE-TRIPS		3,349	566	45	516	5

Notes:

a The daily vehicle-trips for the proposed land uses were derived from the PM peak hour vehicle-trips, based on PM peak percentages provided in the *Guidelines For Environmental Review: Transportation Impacts*, July 1991, Appendix 1, published by the City and County of San Francisco, Department of City Planning.

b The employee PM peak hour vehicle-trips for the proposed land uses were derived from mode split information provided by the City and County of San Francisco, Department of City Planning.

c The visitor PM peak hour vehicle-trips for the theater, retail, and restaurant land uses were derived from information provided by the City and County of San Francisco, Department of City Planning. The visitor PM peak hour vehicle-trips for the health club component were derived from survey data collected from an existing health club facility located off of Van Ness Avenue, approximately five blocks north of the proposed project site.

d The resident PM peak hour vehicle-trips were derived from 1990 Census Journey-to-Work survey data.

gsf - Gross square feet

n/a - Not applicable

Source: Kolve Engineering.

Approximately 71 percent of all theater-generated trips, 38 percent of the retail trips, and 97 percent of the health club trips would originate within San Francisco. Table 4 (below) shows the project trip distribution patterns.

TABLE 4
TRIP DISTRIBUTION PATTERNS

PLACE OF RESIDENCE	THEATER ^a	RETAIL ^b	HEALTH CLUB ^c
San Francisco	70.9%	38%	97.1%
East Bay	13.9%	10%	0.0%
North Bay	7.6%	7%	0.0%
South Bay	7.6%	10%	2.9%
Out of Region	0.0%	35%	0.0%

- Notes:
- ^a "Cultural" trip distribution percentages were used for the theater component of the project. Percentages were obtained from the San Francisco Department of City Planning. However, the percentages presented in the table have been adjusted to account for the fact that the Out of Region trip distribution of 21.0%, as provided by DCP staff, would not be appropriate for movie theaters as most of the patrons would not make a trip from out of the region to the project. Therefore, the Out of Region distribution percentage was redistributed proportionately to the other areas.
 - ^b "Retail" trip distribution percentages were used for the restaurant component of the project. Percentages were obtained from the San Francisco Department of City Planning.
 - ^c "Health Club" trip distribution percentages were obtained from survey data collected from an existing health club facility located near Van Ness Avenue, approximately five blocks north of the proposed project site.

Source: Korve Engineering; San Francisco Department of City Planning.

Traffic

Local Intersection Traffic. Four intersections in the project vicinity were studied to determine the effects of project-generated traffic. The four signalized intersections analyzed, selected by the Department of City Planning, include Van Ness Avenue/Geary Street, Van Ness Avenue/O'Farrell Street, Polk Street/O'Farrell Street, and Polk Street/Geary Street. A discussion of the methodology used in the analysis of the study intersections appears in Chapter X, Appendix C. The analysis considers three scenarios (existing, existing plus project, and cumulative 2005 [including project]), during two different travel periods (weekday and weekend

p.m. peak hour [between 4:30 and 5:30 p.m.]). The discussion below summarizes information contained in Table 5 (below).

TABLE 5
EXISTING AND PROJECTED PEAK-HOUR INTERSECTION
LEVELS OF SERVICE AND DELAYS
FUTURE (2005) CUMULATIVE (WITH PROJECT) CONDITIONS

INTERSECTION	TYPICAL WEEKDAY PM PEAK HOUR*						TYPICAL WEEKEND PM PEAK HOUR*					
	EXISTING		EXISTING + PROJECT		CUMULATIVE 2005		EXISTING		EXISTING + PROJECT		CUMULATIVE 2005	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Van Ness/Geary	8.9	B	9.1	B	10.8	B	14.1	B	17.3	C	35.9	D
Van Ness/O'Farrell	9.6	B	27.5	D	38.1	D	28.6	D	^b	F	^b	F
Polk/O'Farrell	11.7	B	16.7	C	26.5	D	11.5	B	22.7	C	47.6	E
Polk/Geary	11.6	B	12.7	B	16.1	C	11.0	B	12.3	B	17.4	C

Notes: ^a Weekday and weekend PM peak hour for the area is between 4:30 and 5:30 p.m.

^b Excessive delays and congested conditions in the southbound Van Ness Avenue left-turn movement.

Source: Kolve Engineering.

Level of Service (LOS) of an intersection is a measure of the ability of the intersection to accommodate traffic volumes. The LOS is based on the average stopped delay per vehicle per lane for various movements within the intersection. Intersection LOS ranges from LOS A, which indicates free-flowing conditions with short delays, to LOS F which means congested conditions with extremely long delays (Chapter X, Appendix C presents the LOS descriptions for signalized intersections). LOS D or better represent traffic operations at signalized intersections within the acceptable LOS range. LOS E, or worse, depicts conditions that are not within the acceptable LOS range. The proposed project would have a significant impact because it would result in a deterioration in LOS from LOS D or better to LOS F, at one intersection as shown in Table 5 and discussed below.

Existing traffic conditions were evaluated for the weekday p.m. peak hour (4:30 to 5:30 p.m.) and weekend (Saturday) p.m. peak hour (4:30 to 5:30 p.m.).⁶ Three study intersections (Polk Street/O'Farrell Street, Polk Street/Geary Street, and Van Ness Avenue/Geary Street) are currently operating at LOS B under both weekday and weekend p.m. peak hour conditions. The Van

Ness Avenue/O'Farrell Street intersection operates at LOS B during the weekday p.m. peak hour and LOS D during the weekend p.m. peak hour.

The addition of project-generated traffic would result in increases in delays at all study intersections. Under weekday p.m. peak-hour conditions, all intersections would remain operating at acceptable service levels (i.e., LOS D or better). During weekend p.m. peak-hour conditions, project-related traffic would cause the intersection of Van Ness Avenue/O'Farrell Street to deteriorate from LOS D to LOS F. A mitigation measure that would modify the signal timing at this intersection could improve this condition to LOS B (see page 101). (This measure would require approval by the Traffic Engineering Division of the Department of Parking and Traffic and Caltrans.) All other study intersections would operate at acceptable service levels under weekend p.m. peak-hour conditions.

Cumulative growth forecasts to 2005 were based on an annual growth rate of 1 percent (or 10.5 percent over 10 years) for existing traffic volumes for weekday p.m. peak-hour conditions, and a 1.4 percent annual growth rate (or 14.8 percent over 10 years) for weekend p.m. peak-hour conditions.⁷ Under cumulative conditions with the project, all study intersections would experience deteriorated LOS during the weekend p.m. peak hour. The intersection of Van Ness Avenue/O'Farrell Street would operate at LOS F during the weekend p.m. peak hour (with mitigation the condition could improve to LOS C; see page 101). The intersection of Polk Street/O'Farrell Street would deteriorate from LOS B to LOS E during the weekend p.m. peak hour. This deterioration would be the result of cumulative traffic conditions including the project, but not the result of specific project-related traffic alone (with the mitigation measure that would modify the signal timing at this intersection, the condition could improve to LOS D; see page 101). The other study intersections would remain operating at acceptable service levels (i.e., LOS D or better).

Arterials. The results of an arterial analysis of segments of Van Ness Avenue from Sutter to Eddy Streets is found in Table 6 (page 83). The existing conditions, the existing conditions plus the project, and the cumulative conditions for 2005 are presented for the weekday and weekend p.m. peak hours (4:30 to 5:30 p.m.).

All travel speeds and service levels would remain at LOS D or better with the addition of project-related traffic. LOS would remain unchanged with the addition of project-related conditions for

TABLE 6
ARTERIAL LEVEL OF SERVICE
FUTURE (2005) CUMULATIVE (WITH PROJECT) CONDITIONS

ARTERIAL SEGMENT	EXISTING				EXISTING PLUS PROJECT				2005			
	NORTHBOUND		SOUTHBOUND		NORTHBOUND		SOUTHBOUND		NORTHBOUND		SOUTHBOUND	
	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS
Van Ness Avenue between:												
Weekday PM Peak Hour*												
Sutter Street and Post Street	15.1	C	11.9	D	15.0	C	11.7	D	14.6	C	11.2	D
Post Street and Geary Street	12.2	D	10.6	D	12.1	D	10.4	D	11.1	D	9.5	D
Geary Street and O'Farrell Street	12.7	D	13.9	C	12.7	D	13.9	C	11.9	D	13.6	C
O'Farrell Street and Ellis Street	14.4	C	13.9	C	14.1	C	13.9	C	13.2	C	13.6	C
Ellis Street and Eddy Street	15.1	C	14.0	C	14.8	C	14.0	C	14.1	C	13.7	C
OVERALL SECTION	13.8	C	12.7	D	13.6	C	12.6	D	12.8	D	12.0	D
Weekend PM Peak Hour*												
Sutter Street and Post Street	14.8	C	12.3	D	14.7	C	12.0	D	13.5	C	10.6	D
Post Street and Geary Street	14.0	C	11.4	D	13.9	C	10.5	D	12.5	D	8.4	E
Geary Street and O'Farrell Street	14.3	C	14.0	C	13.8	C	14.0	C	12.6	D	13.4	C
O'Farrell Street and Ellis Street	15.3	C	13.9	C	15.1	C	13.9	C	14.1	C	13.4	C
Ellis Street and Eddy Street	15.6	C	14.0	C	15.4	C	13.9	C	14.9	C	13.3	C
OVERALL SECTION	14.8	C	13.0	C	14.5	C	12.7	D	13.4	C	11.4	D

* The weekday and weekend PM peak hour of the area is between 4:30 and 5:30 p.m.

Source: Kolve Engineering, based on the 1985 Highway Capacity Manual (Updated 1994).

weekday p.m. peak-hour conditions. As noted above, project-generated traffic would cause a change in LOS at the intersection of Van Ness Avenue/O'Farrell Street during the weekend p.m. peak hour (from LOS D to LOS F), however, this change would not affect the arterial speed along the whole analyzed southbound segment of Van Ness Avenue. Although the addition of project-related traffic in the southbound direction of Van Ness Avenue during the weekend p.m. peak hour would cause the overall section speed to decrease (from 13 mph to 12.7 mph), the arterial would still operate at the acceptable service level of LOS D (Chapter X, Appendix C contains definitions of arterial service levels based on travel speed).

Under the 2005 cumulative conditions, the southbound arterial segment of Van Ness Avenue between Post and Geary Streets would change from LOS D to LOS E during the weekend p.m. peak hour. The overall section of southbound Van Ness Avenue between Sutter and Eddy Streets, however, would still operate at the acceptable service level of LOS D.

Transit

Ten MUNI lines and one Golden Gate Transit line stop within one and one-half blocks of the project site. The proposed project would generate approximately 460 new transit trips (or about 230 inbound and 230 outbound) during the weekday p.m. peak hour (4:30 to 5:30 p.m.) and approximately 780 new transit trips (or about 390 inbound and 390 outbound) in the weekend p.m. peak hour (4:30 to 5:30 p.m.). This estimated demand would be distributed among the 11 existing transit lines that serve the project area. These transit lines were aggregated into three transit corridors (Geary Street/O'Farrell Street, Post Street/Sutter Street, and Van Ness Avenue) in order to estimate the number of additional transit trips per corridor. Based on this aggregation, it is estimated that a maximum of approximately 80 project-related transit trips would be added to the Van Ness Avenue transit corridor in the peak (northbound) direction during the weekday p.m. peak hour. During the weekend p.m. peak hour, it is estimated that a maximum of approximately 135 project-related transit trips would be added to the Van Ness Avenue transit corridor in the peak direction. The other two transit corridors would experience fewer additional project-related transit trips than the Van Ness Avenue corridor (about 45 project-related trips to Geary Street/O'Farrell Street corridor during the weekday p.m. peak hour and 75 during the weekend p.m. peak hour, and 20 project-related trips to Post Street/Sutter Street corridor during the weekday p.m. peak hour and 35 during the weekend p.m. peak hour).

During the p.m. peak hour, inbound transit trips coming from areas west of the project site would be traveling in the nonpeak direction (peak direction during the p.m. peak period is westbound) when sufficient capacity would exist to accommodate the additional project-related transit trips. Similarly, inbound transit trips coming from areas north of the site would also be traveling in the nonpeak direction (the northbound direction is generally the peak direction during the p.m. peak period for transit routes serving the Van Ness Avenue corridor). Sufficient capacity would exist to accommodate the additional transit trips.

During the p.m. peak hour, transit trips from the project destined to areas to the east and south of the project site would be traveling in the nonpeak directions when sufficient capacity would exist to accommodate the additional project-related transit trips. Outbound trips destined to the west and north of the project site would be traveling in the peak directions. Similar to the inbound trips, some project-related transit patrons and/or other riders could alight and create space for the project-related transit patrons who are boarding.

MUNI Route #49 (Van Ness-Mission), which passes the project site on Van Ness Avenue, currently operates at a p.m. peak load factor of 1.36 (slightly above capacity conditions since MUNI's load factor standard is 1.30). This load factor applies to the route's maximum load point, which is located at 16th Street/Mission Street. The load factor near the project site would be less than 1.36 and, therefore, greater transit capacity would exist at the project site to accommodate the additional project-generated transit trips on this line.

Pedestrian Movements

A pedestrian crosswalk analysis was conducted at the intersection of Van Ness Avenue/O'Farrell Street for the existing conditions and existing plus the proposed project conditions for the weekday and weekend p.m. peak hours.⁸ Pedestrian LOS were calculated using the Transportation Research Board's *Highway Capacity Manual*.⁹ For pedestrian crosswalks, pedestrian flow rates, or the number of pedestrians passing a point per unit of time, are the basis for the flow regimen designation. Operating conditions on pedestrian elements are evaluated in terms of pedestrian flow categories or regimen, which relate the density of pedestrians in a specific time period (pedestrian per foot of clear crosswalk width per minute) to the quality of pedestrian flow (the difficulty of maintaining walking paths and speeds on a sidewalk). The flow rate for the Van Ness Avenue/O'Farrell Street crosswalks was calculated using the width of the crosswalk and the number of pedestrians using the crosswalk for a 15-minute period within the

weekday p.m. peak-hour conditions. As noted above, project-generated traffic would cause a change in LOS at the intersection of Van Ness Avenue/O'Farrell Street during the weekend p.m. peak hour (from LOS D to LOS F), however, this change would not affect the arterial speed along the whole analyzed southbound segment of Van Ness Avenue. Although the addition of project-related traffic in the southbound direction of Van Ness Avenue during the weekend p.m. peak hour would cause the overall section speed to decrease (from 13 mph to 12.7 mph), the arterial would still operate at the acceptable service level of LOS D (Chapter X, Appendix C contains definitions of arterial service levels based on travel speed).

Under the 2005 cumulative conditions, the southbound arterial segment of Van Ness Avenue between Post and Geary Streets would change from LOS D to LOS E during the weekend p.m. peak hour. The overall section of southbound Van Ness Avenue between Sutter and Eddy Streets, however, would still operate at the acceptable service level of LOS D.

Transit

- Eleven MUNI lines and seven Golden Gate Transit line stop within one and one-half blocks of the project site. The proposed project would generate approximately 460 new transit trips (or about 230 inbound and 230 outbound) during the weekday p.m. peak hour (4:30 to 5:30 p.m.) and approximately 780 new transit trips (or about 390 inbound and 390 outbound) in the weekend p.m. peak hour (4:30 to 5:30 p.m.). This estimated demand would be distributed among the 11 existing transit lines that serve the project area. These transit lines were aggregated into three transit corridors (Geary Street/O'Farrell Street, Post Street/Sutter Street, and Van Ness Avenue) in order to estimate the number of additional transit trips per corridor. Based on this aggregation, it is estimated that a maximum of approximately 80 project-related transit trips would be added to the Van Ness Avenue transit corridor in the peak (northbound) direction during the weekday p.m. peak hour. During the weekend p.m. peak hour, it is estimated that a maximum of approximately 135 project-related transit trips would be added to the Van Ness Avenue transit corridor in the peak direction. The other two transit corridors would experience fewer additional project-related transit trips than the Van Ness Avenue corridor (about 45 project-related trips to Geary Street/O'Farrell Street corridor during the weekday p.m. peak hour and 75 during the weekend p.m. peak hour, and 20 project-related trips to Post Street/Sutter Street corridor during the weekday p.m. peak hour and 35 during the weekend p.m. peak hour).

traffic p.m. peak hour (4:30 to 5:30 p.m.). Qualitatively, the flow regimen indicates the "freedom to choose desired speeds and to bypass others." (See Chapter X, Appendix C, pages C-4 and C-5 for an explanation of pedestrian flow rates and levels of service. Figure C-1 shows photographs of sidewalk conditions for each flow regimen.)

Table 7 (below) indicates that with the addition of project-generated pedestrian traffic under both weekday and weekend p.m. peak-hour conditions, all crosswalks would remain operating at acceptable service levels under existing and project conditions.

TABLE 7
PEDESTRIAN CROSSWALK LEVEL OF SERVICE
EXISTING (1994/1995) PLUS PROJECT CONDITIONS
VAN NESS AVENUE/O'FARRELL STREET INTERSECTION

	WEEKDAY PM PEAK HOUR*				WEEKEND PM PEAK HOUR*			
	EXISTING		EXISTING + PROJECT		EXISTING		EXISTING + PROJECT	
	Sq.Ft./ PED	LOS	Sq.Ft./ PED	LOS	Sq.Ft./ PED	LOS	Sq.Ft./ PED	LOS
North Crosswalk	702	A	173	A	642	A	115	B
East Crosswalk	459	A	227	A	364	A	149	A
South Crosswalk	780	A	402	A	541	A	255	A
West Crosswalk	549	A	394	A	619	A	358	A

* The PM peak LOS corresponds to the average conditions for 15 minutes within the PM peak hour of the area (4:30 to 5:30 p.m.).

Source: Korve Engineering.

Pedestrian access between the project commercial garage floors and the main lobby on the first floor (at the Van Ness Avenue grade) would be via two elevators and a stairway located on the northern side of the commercial garage floors, connecting directly to the top level of the garage (see Figure 3, page 24). There would be a private elevator between the residential garage floor and the residential floors and pedestrian lobby on Myrtle Street. Pedestrian access from the street would be via the main entrance located off of Van Ness Avenue. Elevators in the main lobby would provide access to all the commercial uses in the project.

The theater box office would be located inside the architecturally historic 1000 Van Ness Avenue building's lobby. Patron queuing would occur inside the building, rather than along the Van

Ness Avenue, and O'Farrell and Myrtle Street sidewalks. Ticket machines would be installed in the lobby, along the northern side of the first floor, for theater patrons to purchase tickets in advance. It is estimated that the project would have a 25-percent advanced ticket sale rate (based on existing Kabuki Theater multicinema user data), which would reduce the potential surges of pedestrians before movie start times. The ticket box office and ticket machines for advanced purchases would be positioned to minimize queuing in the lobby.¹⁰

Parking

Off-street parking supply and occupancy conditions within a two-block radius of the proposed project (an area bounded by Post Street to the north, Eddy Street to the south, Gough Street to the west, and Larkin Street to the east) were surveyed.¹¹ A total of 33 parking facilities, consisting of 1,354 parking spaces, was surveyed. Off-street parking occupancy for the entire survey area is estimated at about 59 percent during the weekday evening period and approximately 32 percent during the weekend evening period. Of the 33 off-street parking facilities surveyed, 24 lots (464 spaces) are for private businesses and nine (890 spaces) are available for public parking. Occupancy for the private facilities in the area is about 40 percent during the weekday evening and 37 percent during the weekend evening. As for the publicly available parking facilities, occupancy during the weekday and weekend evenings is about 69 percent and 29 percent, respectively.

In general, on-street parking in the project vicinity is full. Although there are 890 public off-street parking spaces available within two blocks of the project, low public occupancy rates indicate that most drivers generally use on-street parking during the evenings (5:00 to 7:00 p.m.), since metered parking ends at 6:00 p.m. In addition, most of the restaurants in the area do not provide parking for their patrons. As such, on-street parking is generally saturated.

The parking requirement represents the amount of parking required by the Planning Code, based on proposed uses. The parking demand for the project represents the actual estimated demand generated by the project (the estimated number of vehicles that would need spaces in the project area during the peak parking demand period [between approximately 7:30 and 8:30 p.m.]). Table 8 (page 88) presents the project parking supply, Planning Code requirements, and project parking demand. As noted, parking code requirements in the San Francisco *City Planning Code* are based on land use type and are a function of the amount of occupied

● TABLE 8
PROJECT PARKING SUPPLY, CODE, AND DEMAND

LAND USE	SIZE	CODE REQUIREMENTS ^a	WEEKDAY DEMAND ^g	WEEKEND DEMAND ^g	PROJECT SUPPLY
Theater	3,500 seats	375 ^b	102	244	
Retail	6,100 gsf	11 ^c	11	11	
Restaurant	18,400 gsf	83 ^d	74	74	
Health Club	35,300 gsf	159 ^e	54	54	
Commercial Subtotal		628	241	383	400
Residential	50 units	50 ^f	59	59	53
TOTAL		678	300	442	453

Notes: ^a Assumed an average occupancy rate of 90%. Parking requirements are stated in Section 151 of the *City Planning Code*.

^b Theater: 1 space/8 seats up to 1,000 seats; 1 space/10 seats over 1,000 seats (3,500 total seats, 1,000 seats ÷ 8 = 125 spaces; 2,500 seats ÷ 10 = 250 spaces + 125 spaces = 375 spaces).

^c Retail: where the total space exceeds 5,000 sq.ft., 1 space/500 occupied sq.ft. up to 20,000 occupied sq.ft. (5,490 occupied sq.ft. ÷ 500 = 11 spaces).

^d Restaurant: 1 space/200 occupied sq.ft. (16,560 occupied sq.ft. ÷ 200 = 83).

^e Health Club: 1 space/200 occupied sq.ft. (31,770 occupied sq.ft. ÷ 200 = 159). Based on Code-defined uses for restaurant, bar, nightclub, pool hall, dance hall, bowling alley or other similar enterprise.

^f Residential: For VNSUD Districts, 1 space/1 dwelling unit (50 ÷ 1 = 50).

^g Peak parking demand for the project represents the highest demand for the project's land uses. Due to the estimated trip generation for the theater, the peak parking demand of the proposed project would be governed by the peak parking demand for the theater component. As such, it was determined that the peak parking demand of the project would occur between approximately 7:30 and 8:30 p.m., which corresponds to the peak parking period demand for the area.

Source: Korve Engineering, San Francisco *City Planning Code*.

building area, number of theater seats, or number of dwelling units. Assuming an average occupancy rate of 90 percent, the *City Planning Code* requires that the proposed project provide a total of 678 parking spaces. The project proposes 453 spaces, a shortfall of 225 spaces. (For commercial/retail use, 628 spaces are required and 400 are provided, which is a shortfall of 228 spaces. The project would provide 53 residential parking spaces, which is 3 spaces more than the required 50 spaces.)

The project would generate a total parking demand for 300 parking spaces (241 commercial and 59 residential) during the weekday peak parking demand period and 442 spaces (383 commercial and 59 residential) during the weekend peak parking demand period. The proposed project would supply a total of 453 automobile parking spaces, of which 400 spaces (179

standard, 205 compact, and 16 disabled; and a bicycle rack with 20 bicycle spaces) would be provided for the commercial uses and 53 spaces (18 standard, 30 compact, 3 tandem, and 2 disabled) for the residential uses of the project. All parking spaces for the disabled would be van accessible.

The highest estimated parking demand for the commercial uses of the project would be for about 383 spaces under weekend conditions (between approximately 7:30 to 8:30 p.m., which represents the period of greatest parking demand in the area). The project would provide 400 commercial parking spaces and would meet the highest parking demand. The estimated parking demand for the residential component of the project (according to City Planning Guidelines for the standard parking demand rate of 1.1 spaces per studio/one bedroom apartment and 1.5 spaces per two-bedroom apartment)¹² would be for 59 spaces during the same evening period. The project would provide 50 parking spaces, which leaves a shortfall of nine spaces. It is possible that three of the 50 residential spaces could accommodate tandem spaces for two vehicles per space, in which case the unmet residential parking demand would be for six spaces. This unmet demand for six spaces could be met in the project commercial parking garage or in an off-site parking facility that would be arranged by the project sponsor.

The project would result in a loss of approximately seven on-street parking spaces. About five spaces would be removed from Myrtle Street as a result of the project's commercial loading facility, and passenger drop-off zone (to serve both the residential and commercial uses), the latter proposed in front of the residential lobby. Two on-street spaces on O'Farrell Street would be eliminated to allow for the driveway entrance to the commercial garage. The demand for these on-street parking spaces could be met by the excess capacity available in the project's commercial parking garage, or parkers would have to park further from their destination or shift mode of travel.

Loading Activity

The *City Planning Code* requires that the project provide one loading space. The loading facility for the project would be on Myrtle Street about 180 feet east of Van Ness Avenue. The estimated demand for delivery/service to the project would be about 83 trips per day, which corresponds to a demand for 3.8 spaces on the average hour or 4.8 spaces in the peak hour. Delivery vehicles would consist primarily of vans and small trucks. A City Planning Department sponsored pedestrian circulation and truck pick-up/delivery study indicated that the great

majority of deliveries (approximately 82 percent) commence before 9:30 a.m.¹³ At this time of day, on-street parking is at a low occupancy level and available for pick-up/delivery trucks. The estimated loading demand for the project would be met. The loading dock would be located on Myrtle Street instead of Van Ness Avenue or O'Farrell in order to minimize potential loading impacts on transit.

The truck loading space would be angled approximately 10 degrees in order to increase the visibility of truck drivers backing into the loading dock. Since the drivers-side view could be obscured while backing into the space, angling the loading bay would allow truck drivers to use a larger turning radius when making backing maneuvers.

Demolition, Excavation, and Construction

Temporary construction-related transportation impacts would result from construction employees and truck movements to and from the site during demolition of the 901 Polk Street building, excavation for the new garage, and building activity. Construction would require about 13 months. The demolition of the 901 Polk Street building, the removal of the east wall of the 1000 Van Ness Avenue building, the shoring with piers of the east foundation of the 1000 Van Ness Avenue building, and the excavation of the site (from the east edge of the 1000 Van Ness Avenue building to Polk Street) to 50 feet below grade would take about two months. Erection of the new building's steel frame would take about three months and the exterior finish (skin or siding) about three months. The remaining construction work would take about five months.

Most of the staging for the bulk of the construction materials would occur along Myrtle Street. For about 12 months during the construction period, the southern sidewalk and parking lane would be used for staging purposes. The northern sidewalk would remain open at all times to accommodate pedestrian traffic along Myrtle Street. On some occasions, construction vehicles would obstruct the travel lane on Myrtle Street. During these periods, the eastern half of this street would be closed to through traffic, at which times, traffic from Van Ness Avenue would be redirected by traffic-control personnel provided by the contractor. For existing traffic exiting the Richelieu Hotel, traffic-control personnel would be on location to direct vehicles to travel westbound on Myrtle Street to access Van Ness Avenue to avoid conflicts on the east end of Myrtle Street.

A covered temporary pedestrian walkway would be constructed along the western sidewalk and parking lane on Polk Street, approximately 70 feet south of Myrtle Street. No traffic lanes are expected to be closed on Polk Street during the construction period. In addition, construction would not impact the MUNI stop, located on the project's eastern frontage, near the Polk Street/O'Farrell Street intersection.

O'Farrell Street's northside sidewalk and parking lane, extending about 270 feet east of Van Ness Avenue, would be closed during project construction. All traffic lanes would be expected to remain open. Pedestrian traffic would be directed to the south sidewalk of O'Farrell Street.

A covered, temporary pedestrian walkway would also be constructed along the eastern sidewalk on Van Ness Avenue. The covered walkway would be located within the existing sidewalk width, and one on-street parking space on Van Ness Avenue would be temporarily lost. All travel lanes on Van Ness Avenue are expected to remain open during the construction period. For two weeks during the last weeks of construction, the existing MUNI stop located on the project's western frontage, near the Van Ness Avenue/O'Farrell Street intersection, would be removed and a temporary platform would be constructed to accommodate transit patrons. The temporary platform would be located in the parking lane north of the bus zone. The project sponsor would coordinate this action with MUNI personnel. The Van Ness Avenue sidewalk would be temporarily closed to pedestrians during the required landscaping and sidewalk repaving.

Any truck traffic occurring during the hours of 7:00 to 9:00 a.m. and 3:30 to 6:00 p.m. would coincide with peak-hour traffic and could impede traffic flow. Blockage during times of peak traffic flow would have greater potential to create conflicts than during nonpeak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around the queued trucks. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. would minimize disruption of the general traffic flow on Polk and McAllister streets during the a.m. and p.m. peak hours. (See mitigation measure on page 100.)

Most construction truck traffic would occur during the excavation, foundation, and superstructure (erection) phases of the project. Approximately 80 trucks per day would be generated during the first two months, about 60 trucks per day during the second two months, and approximately 30 trucks per day during the final three months of the peak construction period. These trucks

would be a combination of large, multi-axle, multi-wheel vehicles, including dump trucks, equipment carriers, cranes, concrete pumpers, etc. Most of these trips would occur between 7:00 a.m. and 5:00 p.m. each day.

Truck routes are expected to be primarily along Polk and Myrtle Streets to access a temporary ramp that would be located near the southwest corner of the Myrtle Street/Polk Street intersection, about 20 feet west of Polk Street.¹⁴ Some truck traffic access would also be via Van Ness Avenue to Myrtle Street. During the peak construction period, there would be a temporary parking demand for approximately 100 spaces for construction workers. Construction of the parking garage would occur during the first six months of the construction period. During this period, it is estimated that approximately 10 percent of the temporary parking demand would be accommodated by on-site parking, 40 percent by off-site parking, and the remaining 50 percent by on-street parking. Upon completion of the parking garage, all construction worker parking would be accommodated on-site. Because on-street parking within the vicinity of the project is generally full, for six months, the additional on-street parking demand from construction workers would not be met, and these parkers would have to park farther from the site, use off-street parking facilities, or change their mode of travel.

NOTES - Transportation

¹ *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure* DEIS/DEIR, 92.202E & 94.060E, DEIS/DEIR published August 25, 1995.

² Memorandum to file *Updated Future Land Use Data Sensitivity Analysis*, April 24, 1994 conducted for the *Alternatives to Replacement of the Embarcadero Freeway and the Terminal Separator Structure* EIS/EIR

³ The information in this section is summarized from the *1000 Van Ness Avenue Mixed-Use Development Transportation Study*, prepared by Korve Engineering in consultation with the San Francisco Planning Department, dated February 1996. A copy of this report is on file and available for public review at the Department of City Planning, 1660 Mission Street, San Francisco.

⁴ It should be noted that the p.m. peak hour of the area, as determined by the Department of City Planning, is not the same as the p.m. peak hour of the proposed project, which would be generally one hour within the period of 7:30 to 9:30 p.m.

⁵ Daily ticket sales data compiled from January 1995 for the Kabuki Theater in San Francisco's Japantown was provided by the AMC Theater Corporation, operators for the proposed project multicinema complex. Sample movie schedules for the proposed project were also used in the calculations of the theater trip generation.

⁶ Intersection turning movement counts were taken at the four study intersections by Korve Engineering on Wednesday, November 9, 1994; Tuesday, January 24, 1995; and Saturday, February 4, 1995 to determine intersection service levels.

⁷ For the most conservative future cumulative traffic volumes, the highest annual growth rates were used. Based on the project trip distributions, the annual growth rates for weekday and weekend p.m. peak-hour conditions were calculated for inbound project traffic traveling through the Van Ness Avenue/O'Farrell Street intersection and outbound

project-generated traffic traveling through the Polk Street/O'Farrell Street intersection. The highest rates were then applied to the future cumulative forecasts for the weekday and weekend scenarios.

⁸ Pedestrian counts were taken for the four crosswalks at the intersection of Van Ness Avenue and O'Farrell Street during the weekday and weekend peak periods (4:00 to 6:00 p.m.) on Tuesday, January 24, and Saturday, February 4, 1995 by Korve Engineering.

⁹ *Highway Capacity Manual, Special Report No. 09*, Transportation Research Board, National Research Council, Washington, D.C., 1985, Chapter 13.

¹⁰ Matt Field, Project Manager, telephone conversation, February 8, 1996.

¹¹ The survey was conducted by Korve Engineering on Saturday, February 4, and Wednesday, February 8, 1995, during the weekday and weekend evening period (5:00 to 7:00 p.m.), since this time represents the greatest parking demand for the land uses in the area.

¹² *Guidelines for Environmental Review: Transportation Impacts*, City and County of San Francisco, Department of City Planning, July 1991.

¹³ Wilbur Smith & Associates, *Center City Pedestrian Circulation and Goods Movements Study*, 1980.

¹⁴ Since Myrtle Street is one-way eastbound, the temporary westbound operation of Myrtle Street (for approximately 20 feet) must be approved by the Department of Parking and Traffic (DPT) before the start of construction. The contractor would be responsible for filing a "Request for Special Traffic Permit" with DPT.

E. AIR QUALITY

Air quality impacts from a project result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, have short-term effects on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, continue to affect air quality throughout the lifetime of the project.

The analysis in this section provides information that could be used to assess the 1000 Van Ness Avenue project in relation to thresholds of significance recommended by the Bay Area Air Quality Management District's (BAAQMD's) *Guidelines for Assessing Impacts of Projects and Plans* (Guidelines). According to Test 1 of the Guidelines, "any project or plan which when added to background levels would generate carbon monoxide (CO) concentrations above State or Federal CO standards would be of significant effect by definition." Test 2 of the Guidelines states that "the level of emissions from a total of direct and indirect sources would be considered significant if emissions of hydrocarbons (HC), nitrous oxides (NO_x), sulphur dioxide (SO₂), or particulates (PM₁₀) equalled or exceeded 150 lbs/day (0.075 tons/day)." For mobile sources, curbside

concentrations are normally modeled; this second test indicates that 550 lbs/day of CO would be considered of significant effect only if it were to lead to a violation of State standards under Test 1 modeling. Test 3 of the Guidelines states that "any project or plan should be considered of significant effect if emissions of any criteria contaminants from combined direct or indirect sources reaches or exceeds one percent of county emissions of the contaminant." CEQA Appendix G states that a project will normally have a significant air quality effect on the environment if it would "violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations." (There are two other tests of significance: one applies only to stationary sources and the other applies to projects that would generate population or employment in excess of regional projections. These last two tests would not apply to the proposed project.)

CONSTRUCTION EMISSIONS

Construction activities would temporarily affect local air quality. Construction activities would not involve burning of any materials and would not create objectionable odors. Grading and other construction activities would temporarily affect local air quality for a period of months, causing a temporary increase in particulate dust and other pollutants. Dust emissions during excavation would increase particulate concentrations near the site. Under high winds, exceeding 12 miles per hour, localized effects, including human discomfort, might occur downwind from blowing dust. Construction dust is composed largely of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, if exposed this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment.

OPERATIONS EMISSIONS

Upon completion, project operation would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-than-significant.

Curbside CO concentrations at selected local intersections that would be affected by project-generated traffic and by cumulative development were projected for worst-case conditions and are compared with ambient standards in Table 9 (page 95).

TABLE 9
EXISTING AND PROJECTED CURBSIDE CARBON MONOXIDE
CONCENTRATIONS AT SELECTED INTERSECTIONS

INTERSECTION	AVERAGING TIME	CONCENTRATIONS (PPM)*			
		Case 1	Case 2	Case 3	Case 4
Van Ness/Geary	1-hour	10.8	11.1	7.2	7.3
	8-hour	7.6	7.8	5.1	5.1
Van Ness/O'Farrell	1-hour	10.4	10.7	6.8	7.0
	8-hour	7.3	7.5	4.8	4.9
Polk/O'Farrell	1-hour	9.0	9.1	6.1	6.2
	8-hour	6.3	6.4	4.3	4.4
Polk/Geary	1-hour	9.1	9.1	6.3	6.3
	8-hour	6.4	6.4	4.4	4.4

Case 1 = Existing (1995)

Case 2 = Existing + Project (1995)

Case 3 = Cumulative No Project (2005)

Case 4 = Cumulative with Project (2005)

* Calculations for all scenarios were made using a revised version of the Modified Linear Rollback (MLR) method described in the *Downtown Plan EIR*, EE81.3, certified October 18, 1984, Appendix O. Eight-hour background concentrations of 5.4 PPM in 1995 and 3.8 PPM in 2005 were calculated using 1992 isopleths of carbon monoxide concentration and rollback factors developed by the BAAQMD. The 1-hour State standard is 20 PPM, the 1-hour Federal standard is 35 PPM, and the 8-hour State and Federal standards are 9 PPM. Emission factors were derived from the California Air Resources Board EMFAC7F computer model (Version 1.1). In 1995, both the 1-hour and 8-hour CO concentrations are estimated to be below the applicable State and Federal standards at the 4 intersections analyzed. The project would raise CO concentrations by up to 0.3 PPM for the 1-hour averaging time and by up to 0.3 PPM for the 8-hour averaging time, but no violations are predicted.

Source: Don Ballanti, Certified Consulting Meteorologist.

In 2005, predicted levels are below 1995 levels, reflecting gradually reducing emissions rates from vehicles and background concentrations. Project traffic would increase concentration by as much as 0.2 PPM for the 1-hour averaging time and by as much as 0.1 PPM for the 8-hour averaging time, but concentrations would remain well below the applicable State and Federal standards.

Table 10 (below) shows projected daily emissions of pollutants from project-generated traffic, and compares them with both the San Francisco County and total Bay Area transportation-related emissions. The project would contribute less than 0.1 percent to the transportation-related emissions inventory for San Francisco, which is considerably below the 1 percent threshold of significance, identified as Test 3 of the Guidelines defining a potentially significant impact on air quality.

TABLE 10
PROJECT DAILY TRANSPORTATION-RELATED POLLUTANT
EMISSIONS

	EMISSIONS (TONS PER DAY)		
	Project ^a	SF County ^b	Bay Area ^b
Hydrocarbons	0.0283	26.4	299.5
Nitrogen oxides	0.0274	17.5	250.6
Carbon monoxide	0.2376	170.4	1966.5
Particulates	0.0500	1.3	23.5

Notes: ^a Project emissions were calculated using EMFAC7F vehicle emission factors (average vehicle speed 25 MPH), and average trip length of 6.3 miles. Cold start fraction was assumed to be 70 percent. Particulate emissions include an assumed 2.0 grams/mile factor for dust disturbed from roadway surfaces. Emissions were based on 3,349 weekend daily trips.

^b Transportation-related emissions for San Francisco County and Bay Area based upon *Base Year 1990 Emissions Inventory Summary Report*, published by the BAAQMD.

Source: Don Ballanti, Certified Consulting Meteorologist.

Table 10 also indicates that emissions from the proposed project would not exceed 150 lbs/day for any pollutants. The Guidelines' Test 2 indicates that any emission increase of 150 lbs/day of HC, NO_x, or PM₁₀ would be a significant impact. Since the project does not exceed that threshold, the project would be considered by the BAAQMD to have a less-than-significant impact on emissions of regional pollutants.

F. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would encourage substantial population increases and/or new development that might occur if the project were not approved or implemented. The proposed project would consist of infill development in a vacant Landmark-designated building and on a vacant one-story building site. As noted in Chapter II, Project Description, the net increase in floor area would be approximately 200,700 gross sq.ft. beyond that already existing on the site.

The potential increases in population and employment resulting from the project would be limited to jobs created and residents in the 50 units on the project site (about 250 employees and from 80 to 97 residents are estimated). Occupants of the project, including residents and retail/commercial tenants (the major retail tenant is the American Multi-Cinema Corporation who currently operate a eight-theater complex in the city) could include tenants expanding, or relocating from other San Francisco locations, tenants moving or relocating from outside San Francisco, and tenants new to the Bay Area. The increase in employment and residential population at the project site, therefore, would not necessarily represent employment or residents that are new to San Francisco. If the project were fully leased, the theater complex marketed successfully, and the retail and residential space of the project did not create permanent vacancies in other San Francisco buildings, the project could have growth-inducing effects by demonstrating a developing market for an entertainment complex and additional residential space along the Van Ness Avenue corridor. This could thereby encourage similar development in the area and would contribute to continued growth of local and regional markets for housing, goods, and services, as anticipated in the *Van Ness Avenue Area Plan*.

Any net increase in employment and patrons/visitors along the Van Ness Avenue corridor would increase the demand for retail goods and services. The project would intensify this demand by increasing the amount of employment, residences, and patrons/visitors on the site, thereby increasing demand for goods and services in the vicinity. Increases in area employment would also increase retail and commercial/entertainment service demands, to the extent that the expanded space would not be occupied by establishments providing these services. In response, demand could increase for existing space and, possibly, for further new development.

Because the project would be built in a developed urban area, no expansion of the municipal infrastructure not already under consideration would be required to accommodate new development and increased employment due to, or induced by, the project.

V. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architects and contractors and are thus proposed; and some are under consideration. Implementation of some may be the responsibility of other agencies. Measures under consideration may be required by the City Planning Commission as conditions of project approval. Each mitigation measure and its status is discussed below.

Several items are required by law that would serve to mitigate impacts; they are summarized here for informational purposes, and may appear below. These measures include: no use of mirrored glass on the building to reduce glare, as per City Planning Commission Resolution 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); implementation of geotechnical assessment and recommendation; and observance of State and Federal Occupational Safety and Health Administration safety requirements related to handling and disposal of hazardous materials.

Measures not required by legislation but which would also serve to mitigate environmental impacts appear below. Mitigations measures preceded by an asterisk (*) are from the Initial Study (see Chapter X, Appendix A, pages A.1 to A.44).

A. CULTURAL RESOURCES

MEASURES PROPOSED AS PART OF THE PROJECT

- *● The sponsor would retain the services of an archaeologist.

Given the location and depth of the excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. Following demolition of buildings onsite, but during removal of foundation materials if determined necessary by the archaeologist, as well as during excavation, the archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings, or trenches, and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual onsite as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities that the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of 4 weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the

final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

B. TRANSPORTATION

MEASURES PROPOSED AS PART OF THE PROJECT

- During the construction period, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. to minimize peak-hour traffic (including transit) conflicts. The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, Golden Gate Transit, and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion, including transit disruption (for example, potential relocation of bus stops), and pedestrian circulation impacts during construction of this project and other nearby projects that are planned for construction or which later become known. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsor would ensure that the construction contractor coordinate with construction contractor(s) for any concurrent nearby projects that are planned for construction or become known.
- During periods when through traffic on Myrtle Street would be obstructed by construction activity, the project sponsor would make arrangements with the contractor to employ traffic control personnel to redirect traffic accordingly. This action must be approved by the Department of Parking and Traffic through the "Request for Special Traffic Permit" process.
- The project contractor(s) would determine the location of an off-site parking facility for construction workers during the construction period.
- The project sponsor would consult with MUNI staff regarding use of the bus stop on the site frontage during construction. Upon the concurrence of MUNI staff, a temporary platform would be constructed at the existing MUNI bus stop on the project's western frontage, near the Van Ness Avenue/O'Farrell Street intersection, to accommodate transit patrons during the time that the existing MUNI stop is removed.
- The project sponsor would, in consultation with the MUNI, install eyebolts or make provisions for direct attachment of eyebolts for MUNI trolley wires on the proposed project building wherever necessary, or agree to waive the right to refuse the attachment of eyebolts to the proposed buildings if such attachment is done at City expense.
- While subsurface sidewalk vaults are discouraged, if vaults are included in the project, or because the basement would extend beneath street rights-of-way, the project sponsor would design subsurface vaults to allow for possible future widening of adjacent streets. Vault design would be of sufficient strength to carry maximum vehicular live and dynamic loads. Design of the vault area to accommodate street trees would also be made, subject to Department of Public Works approval. In addition, should vaults exist or be installed as part of the project, the project sponsor would accommodate and pay for the installation of all subsurface footings, supports, and foundations as may be required for

future public improvements, such as street lights, street trees, trolley wire poles, signs benches, transit shelters, etc., within project vault areas. Placement of such improvements is entirely within the discretion of the City.

- The ramp leading to the project parking area would include warning device(s) (lighted signs) to alert pedestrians to vehicles exiting the structure, and signage to alert exiting drivers to pedestrians.

MEASURES THAT COULD BE IMPLEMENTED BY OTHER AGENCIES

- To improve LOS from F to C with cumulative conditions in year 2005, the existing signal timing plan at the Van Ness Avenue/O'Farrell Street intersection could be modified to include the installation of a southbound left-turn green arrow that would clearly indicate when a protected left-turn movement would be allowed. The green time for this protected phase would be increased from the current two seconds to a maximum of six seconds, while the 33-second permitted phasing would still be allowed. A vehicle detector would be installed that would be capable of varying the duration of the left turn signal in response to left turn demand. This action would require Traffic Engineering Division of the Department of Parking and Traffic approval (if necessary, in coordination with the Department of Public Works). The action would also require approval by Caltrans. The project sponsor would fund all required changes to the intersection.
- To improve LOS from E to D with cumulative conditions in year 2005, the existing signal timing plan at the Polk Street/O'Farrell Street intersection could be modified to increase the green time on the northbound/southbound approaches on Polk Street. This action would be subject to the Traffic Engineering Division of the Department of Parking and Traffic approval (if necessary, in coordination with the Department of Public Works). The project sponsor would fund all required changes to the intersection.
- Work schedules of Pacific Gas and Electric Company and other utilities requiring trenching could be coordinated, so that street disruption would take place during weekends and off-peak hours. This should be done through the San Francisco Committee for Utility Liaison on Construction and Other Projects. In-street utilities should be installed at the same time as the street is opened for construction of the project to minimize street disruption.

C. HAZARDS

MEASURES PROPOSED AS PART OF THE PROJECT

- *● The project sponsor has agreed to prepare a soils investigation report for the project site by a qualified consulting firm (with California-licensed Geotechnical Engineers). As part of the study, the soils would be tested for the presence of any hazardous contamination that might be found at the project site, including PCB-containing materials. In the event that any hazardous wastes are identified which exceed the City, State and Federal standards (including acceptable levels of petroleum hydrocarbons at Class II or III landfills), the project sponsor would agree to implement a Site Mitigation Plan (SMP) prepared by the consultant. The SMP would detail the specific treatment of wastes, including sampling, monitoring and other soil handling procedures to be performed by a licensed contractor in accordance with the state and federal regulations and the site

specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. Remediation of any hazardous contamination that might be found at this property would be, as delegated by the California EPA Department of Toxic Substances Control (DTSC), under the supervision of the San Francisco Department of Public Health (DPH). The SMP would also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been remediated, the consultant that prepared the SMP would certify that the site is clean and useable for the proposed project.

- *● Further testing for lead dust would be conducted at 1000 Van Ness Avenue by a certified lead inspector and the results used by certified toxicologists to determine if health based risks from exposure to lead dust exist; for 901 Polk, additional samples would be collected and sent to a certified analytical laboratory for analysis, or the building would be inspected by a certified lead inspector. Health and safety measures acceptable to the City Department of Public Health would be implemented prior to any major reconstruction on the site.
- *● In order to reduce potential injury to building occupants during an earthquake or other catastrophic emergency, an excavation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.
- *● To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants/visitors concerning what to do in the event of a disaster.
- *● The project sponsor intends to remove or encapsulate all friable asbestos in the existing buildings onsite in accordance with all applicable local, State and Federal regulations. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified 10 days in advance of any proposed demolition or abatement work. To document the sponsor's compliance with applicable regulations, the Department of City Planning would be provided (by the project sponsor) with a copy of the BAAQMD notice before issuance of the permit required for building alterations by the Department of Building Inspection.

D. CONSTRUCTION AIR QUALITY

- *● The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover

trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that nonpotable water be used for dust-control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the City Clean Water Program for this purpose.

- *● The project sponsor would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants through the prohibition of idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

E. GEOLOGY

MEASURES PROPOSED AS PART OF THE PROJECT

- One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.
- Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.
- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be carried out to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.
- Should dewatering be necessary, the project sponsor and contractor(s) would follow the geotechnical engineer's recommendations regarding dewatering to avoid settlement of adjacent streets, utilities and buildings that could potentially occur as a result of dewatering. If dewatering were necessary, monitoring wells would be installed, as

required, around the outside of the excavation to monitor the water level throughout the construction period. recharge of groundwater could be performed if a substantial drop in water levels took place outside of the excavation.

- If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.
- The project sponsor would require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain/sewer lines, if this is found necessary by the Bureau of Environmental Regulation of the Department of Public Works.
- The project sponsor and contractor(s) would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements were detected.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081, and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigations measures that could be implemented, as described in Chapter V, Mitigation Measures, pages 98 through 104.

No significant project-specific impacts have been identified.

No significant cumulative impacts have been identified.

VII. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The project would result in an intensification of land use on the project site, although not to an extent that would be considered incompatible with surrounding urban uses. The project would change and intensify development on the 901 Polk Street lot.

Construction and operation of the proposed project would result in the irreversible commitment of natural resources, including energy used in building construction and manufacture of building materials. These impacts would not be considered significant adverse effects of the project because energy would not be used wastefully.

VIII. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative, and, where an alternative has been considered by the project sponsor in development of the project, gives the sponsor's reasons that the alternative was rejected in favor of the project. Regardless of the sponsor's reasons for rejection, the City Planning Commission could approve an alternative instead of the project if the decision makers believed the alternative would be more appropriate for the site.

Analysis of alternatives at different sites for private projects is not required except in very limited circumstances. Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative. This EIR does not include an alternate site alternative because the BPP/Van Ness L.P., the project sponsor, has no feasible alternative site available for the proposed project.

A. ALTERNATIVE A: NO PROJECT

DESCRIPTION

This alternative would entail no change to the project site. The proposed project would not be built and there would be no construction on site. Under this alternative, the 1000 Van Ness Avenue building would not be rehabilitated and adaptively reused. The 901 Polk Street building and rooftop parking would be retained. This alternative would not preclude redevelopment of all or part of the project site in the future, with larger or smaller development than the project as proposed.

IMPACTS

If this alternative were implemented, none of the impacts associated with the proposed project would occur. The environmental characteristics of this alternative would be generally as

described in the Environmental Setting sections of this report (see Chapter III, Environmental Setting, pages 35 through 55, and Chapter X, Appendix A, the Initial Study, for a discussion of existing conditions.)

The NC-3 portion of the site would not be rezoned to RC-4/VNSUD and there would be no restoration or replacement signage permitted on Landmark-designated buildings. There would be no effects on urban design or architectural resources, as no rehabilitation of the Landmark 1000 Van Ness Avenue Building would occur. Construction transportation, noise, and air quality impacts associated with the demolition of the 901 Polk Street building would not occur, although this alternative would not preclude demolition of the building for other purposes.

With the No Project Alternative, transportation, noise, and air quality impacts associated with the excavation and construction of the project would not occur. Transportation and air quality conditions (as described in Chapter IV, Environmental Impacts, pages 56 through 97) as base conditions with cumulative development, would continue to exist around the site. Existing potential hazards, such as asbestos in the 1000 Van Ness Avenue and 901 Polk Street buildings would remain or be remediated separately from the project. Project excavation would not occur. There would be no potential demolition- or construction-related worker exposure to, or disposal of, hazardous materials, or potential exposure for other persons; nor would there be any remediation, if necessary, of contaminated soils (or groundwater if applicable). Employment and resident population on the site would not increase as it would with the project as proposed. Other impacts discussed in the Initial Study, including construction noise and air quality effects; wind; increased demand for public services and energy; potential effects on subsurface cultural resources; or effects related to soils and geology, hydrology, including dewatering; would not occur. Shadow would remain as under existing conditions. The NC-3 portion of the site would not be rezoned to RC-4/VNSUD to allow for cinema theaters above the second floor, as it would be for the project as proposed.

REASONS FOR REJECTION

This alternative was rejected by the project sponsor because it would not satisfy the sponsor's objectives of developing a high-quality mixed use entertainment/residential complex that would meet the objectives of the *Van Ness Avenue Area Plan* (VNAP); would not rehabilitate the Historic Landmark 1000 Van Ness Avenue Building; and would not allow for the development of project

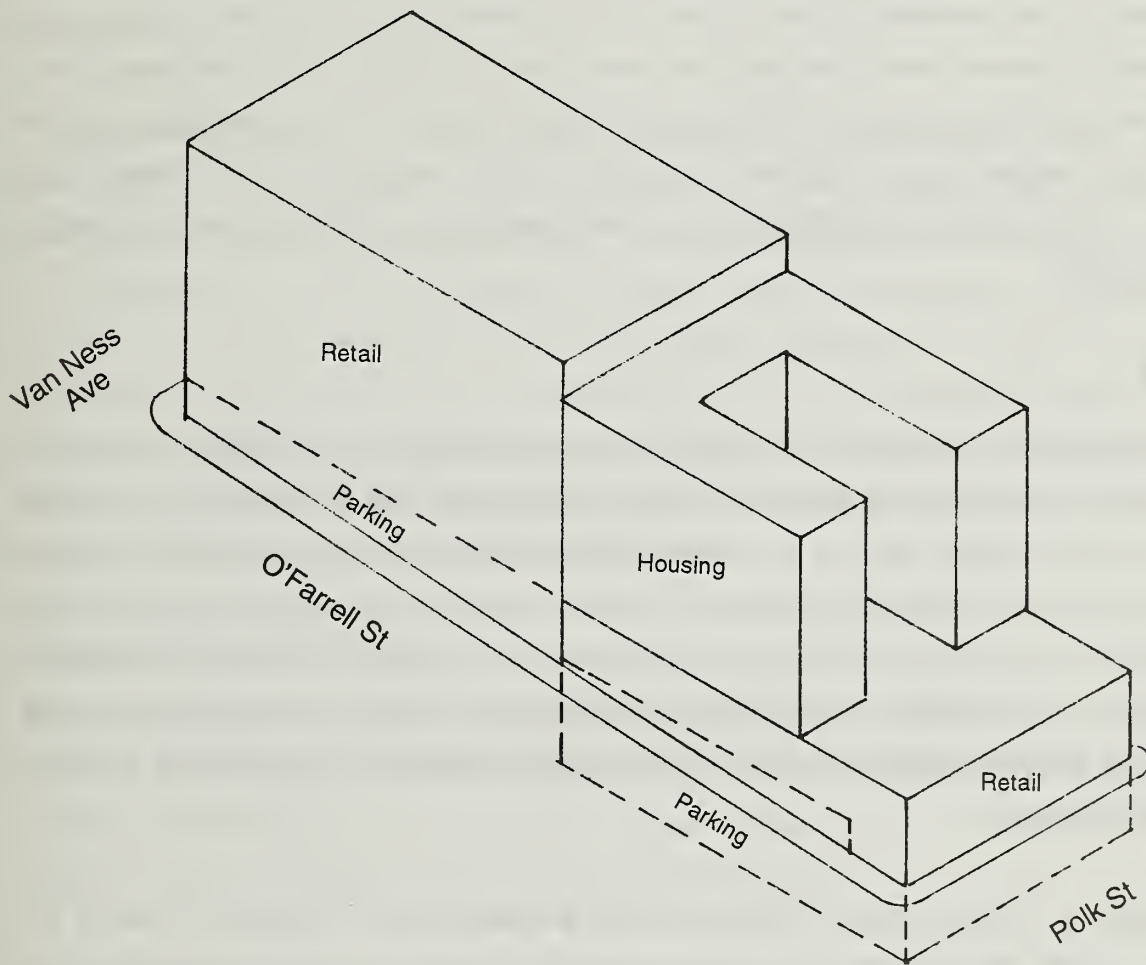
that would be a national model of historic rehabilitation combined with state-of-the-art entertainment technology.

B. ALTERNATIVE B: NO EXCEPTIONS TO THE PLANNING CODE

DESCRIPTION

This alternative would be a project requiring no allowable exceptions to the *City Planning Code* and conforming to the two zoning districts on the site (RC-4/VNSUD and NC-3), without allowable exceptions to the Code and without zoning reclassification to: 1) change part of the site from NC-3 to RC-4/VNSUD, or 2) allow restored or replacement signs on Landmark buildings in the Van Ness Avenue Plan area. Without Code exceptions, the configuration of the 1000 Van Ness Avenue building and the restrictions of the Van Ness Special Use District limit the type of uses on the site to ground floor commercial with live/work above. (Other types of residential uses in the RC-4/VNSUD would require exceptions to the code for rear yard and open space. If the City considered the two parcels as a single zoning lot, rear yard and open space requirements could be met.¹) Parking would be allowable on the site adjacent to the 1000 Van Ness building if the City Planning Department determined that the two parcels on the project site combined could be designated as a single zoning lot.² In the NC-3 portion of the site, residential and retail uses are permitted at all levels, as are medical, personal and business or professional services.

This alternative would be a mixed use development of lower intensity retail/commercial uses, fewer parking spaces, but a greater number of housing units, including live/work (which are considered by the City Planning Department to be a commercial occupancy³) than the proposed project (Figure 16, page 110). In the NC-3 portion of the site, there would be about 42 housing units (10 studios, and 32 one-bedroom and 10 two-bedroom units), about 9,000 sq.ft. of retail uses, and approximately 140 parking spaces site. In the 1000 Van Ness Avenue building, there would be about 50 parking spaces (for a project total of 190 spaces; about 263 less than the proposed project), approximately 79 live/work units (approximately 2,000 sq.ft. each), and about 18,000 sq.ft. of ground floor retail use (for a total retail use of 27,000 sq.ft., which is about 127,600 sq.ft. less than the proposed project combination of theaters, retail space, restaurant use and health club). Compared to the proposed project, the 1000 Van Ness Avenue building would not be altered. (The proposed project proposes to remove the east wall, add an atrium, replicate the previous signage and other original features of the 1000 Van Ness Avenue building.) This



Source: Field Paoli Architects & Planners

Case No. 94.618E 1000 Van Ness Avenue

ALTERNATIVE B : NO EXCEPTIONS TO THE PLANNING CODE

FIGURE 16

alternative would allow all tenant improvements for the change in use to be within the existing structure. The east wall of the structure would remain intact and there would be no integration, except for access to the parking, between the 1000 Van Ness Avenue structure and the new building on 901 Polk Street. This alternative would not include a rezoning of the Polk Street side use district, or rezoning to allow project signage, or modification of the Planning Code requirements for bulk, parking, rear yard, or wind.⁴ One loading space would be required in the NC-3 portion of the alternative project. Access to the parking would be at two locations: the existing vehicle entrance/exit in the 1000 Van Ness Avenue building on O'Farrell Street and a separate entrance/exit in the new addition also on O'Farrell Street. The new building would be 130 feet high, the same as the proposed project, but would be set back from Polk Street about 74 feet to conform to the bulk limitations of 110 feet in length above 65 feet in the 130-E height and bulk district.

IMPACTS

Under this alternative, some of the same effects resulting from the proposed project would occur, but to a lesser extent since this alternative would be smaller than the proposed project: on-site land uses would intensify and be at a higher density than the existing conditions; localized effects of construction (temporary increases in dust levels and noise; increases of population and employment would be less than the project); remediation of existing on-site hazards (asbestos and possible small quantities of hazardous materials in the soil could be less extensive than the project); and excavation after demolition of the 901 Polk Street building would be at a smaller scale than the project.

Urban design and visual quality effects under this alternative would differ from those of the proposed project. Because the new addition would be a U-shaped building on a podium set back on the south, east, and north sides, the bulk of the alternative structure would be less than that of the proposed project. Views of the 1000 Van Ness Avenue building would remain the same as the proposed project since there would be no noticeable change to the exterior of the building. No reflective glass would be used under this alternative or the proposed project. The period of construction would be shorter under this alternative than under the proposed project (about 10 months compared to 13 with the project).

Under this alternative, shadow projections of the new building would be less than those of the proposed project (neither this alternative nor the project cast any shadows on City parks as determined by Section 295 of the Code). Ground-level wind conditions under this alternative on O'Farrell, Polk, and Myrtle Streets could be less than those under the proposed project; further wind analysis would be required to determine the specific changes that would occur.⁵ There would be no hazardous ground-level wind conditions with this alternative or the proposed project.

Trip generation, parking demand, and transit ridership under this alternative would be less than that of the proposed project due to the smaller size and less intense use than the project. Consequently, traffic and air quality effects on local intersections would be correspondingly lower under this alternative. Effects related to geology and hydrology and potential subsurface cultural resources would be less than those of the proposed project because excavation at 901 Polk Street would be about 25 feet below grade at Polk Street. (The proposed project would be 50 feet below grade at the Polk Street portion of the site.) This alternative would have fewer employees and visitors/patrons than the proposed project, but there would be a higher number of people living in the residential and live/work units.

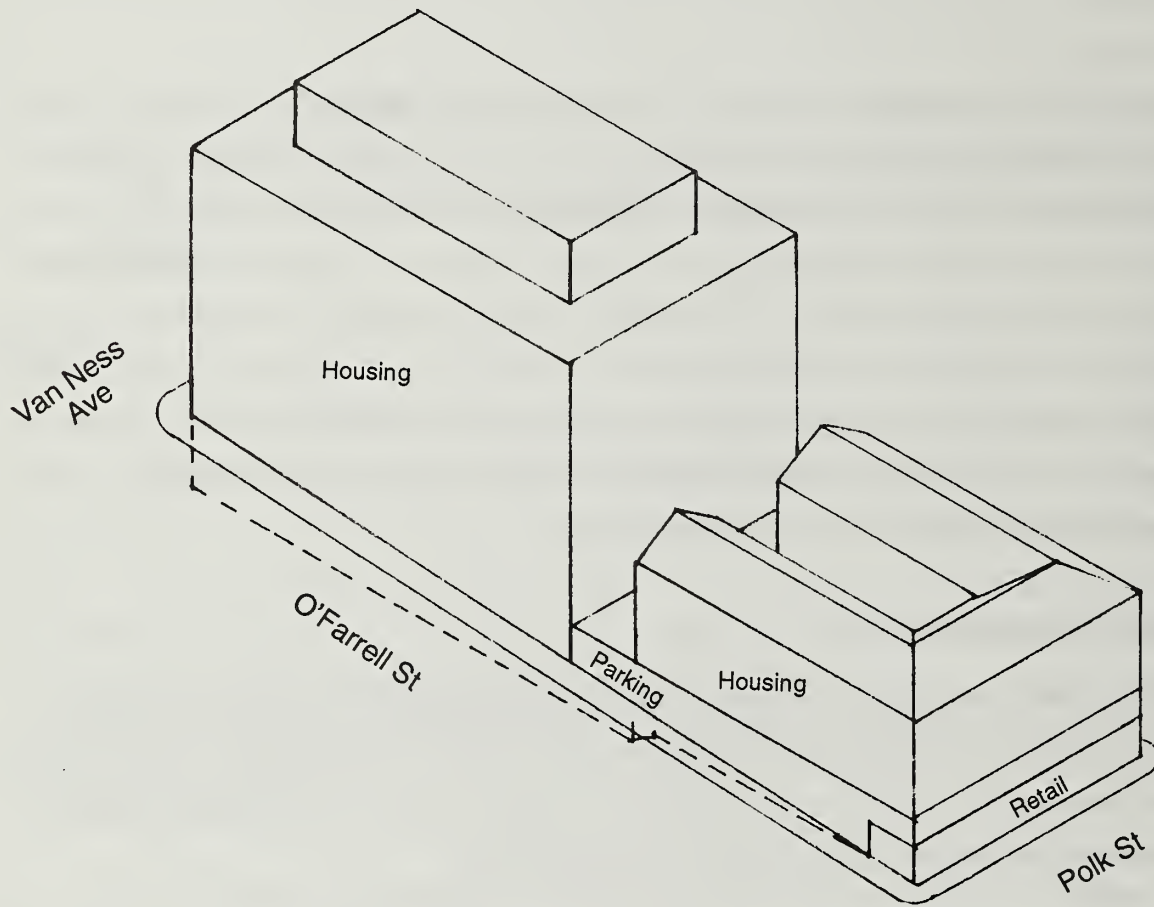
REASONS FOR REJECTION

The project sponsor has rejected this alternative because it would not meet its objectives in providing a high-quality entertainment/residential complex. The 1000 Van Ness Avenue building would be restricted to ground floor retail and live/work uses, and no cinema theaters would be allowable above the second floor on the 901 Polk Street site.

C. ALTERNATIVE C: HOUSING ALTERNATIVE⁶

DESCRIPTION

This alternative would be adaptive reuse of the 1000 Van Ness Avenue building and construction of a new building at 901 Polk Street, totalling about 290,000 sq.ft. (about 134,700 sq.ft. less than the proposed project) (Figure 17, page 113) as primarily a residential development. The 1000 Van Ness Avenue building would contain about 138 dwelling units and 12 penthouse units in two floors of new construction (for a total of 150 units), about 5,500 sq.ft. of ground level commercial space, about 9,400 sq.ft. of lobby area including the retention of the historic features of the automobile showroom, and basement parking. The 901 Polk Street building component would



Source: Field Paoli Architects & Planners

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total about 63,000 sq.ft., including about 37,000 sq.ft. of residential space (about 40 dwelling units) in three new floors in a U-shaped building open to the west, above approximately 25,000 sq.ft. of parking in an existing podium level, and about 2,000 sq.ft. of ground floor commercial space. Altogether, in both buildings, 190 dwelling units would be provided (about 140 more than the proposed project). About 210 parking spaces would be available (about 240 less than the proposed project). About 8,000 sq.ft. of open space would be located primarily in a courtyard between the two buildings, and in decks for penthouse units. Two floors would be added to the existing 120-foot-tall 1000 Van Ness Avenue building, resulting in a 130-foot-tall structure. This alternative would replace a 16-foot-tall building on the Polk Street frontage with a 60-foot-tall structure. This alternative would require a Certificate of Appropriateness for alternations to a City Landmark, Conditional Use authorization as a Planned Unit Development (PUD), and a Variance from loading requirements (the proposed project requires the same actions, except for the Variance). Exceptions for this alternative that would be requested as part of the proposed PUD include provision of the required number of parking spaces, modification of rear yard configuration, a bulk exception for the proposed penthouse units, and an exception from the Floor Area Ratio on the RC-4 portion of the site.

IMPACTS

This alternative would have similar environmental effects as the proposed project in that it would result in land uses that would be more intensive compared to the existing vacant site, in increases in population and employment, and in temporary increases in dust levels and noise during construction.

Under this alternative there would be different alteration of the 1000 Van Ness Avenue building than under the proposed project. The east wall would not be removed as in the proposed project, but there would be an addition of two floors on the existing roof that would set back from the streets; these would not be visible from most views as they would be behind the building parapet. The urban design and visual quality effects under this alternative would differ from those of the proposed project. The new structure would be about one-half as tall as the proposed project and would be a distinct U-shaped building separated from the 1000 Van Ness Avenue building by about 40 feet. The period of construction would be slightly longer with this alternative than with the proposed project (about 15 months compared to 13 with the project).

The ground-level wind conditions of this alternative would be less than those of the proposed project, as the 901 Polk Street building would be one-half the height of the proposed new addition and would be separated from the 1000 Van Ness Avenue building. The two-story addition containing penthouses would be set back from the street frontages and would not effect wind conditions at ground level. Shadow impacts would be less than the proposed project. (Proposition K parks would not be affected either by this alternative or the project.)

This alternative would generate fewer overall trips than the proposed project. About 66 additional vehicle trips in the p.m. peak hour (about 52 residential and 14 commercial) would occur and levels of service (LOS) at any of the studied intersections would not change. (For comparison, the proposed project would generate about 359 p.m. weekday peak-hour trips and 566 p.m. weekend peak-hour trips, and would cause increased delays at all the study intersections, particularly under weekend p.m. peak-hour conditions at the Van Ness Avenue/O'Farrell Street intersection, which would deteriorate from LOS D to LOS F and Polk/O'Farrell Streets intersection which would deteriorate from LOS B to LOS E.) This alternative would create a demand for 230 parking spaces compared to the project demand for 300 on weekdays and 442 on weekends.

This alternative would have about 230 fewer employees than the proposed project (130 compared to 250) and fewer visitors/patrons, although more people would reside full time at the project site (190 residential units compared to 50 for the proposed project). Effects related to geology and hydrology and potential subsurface cultural resources would be less than those of the proposed project because excavation at 901 Polk Street would be limited to foundation work at the Polk Street ground level. (The proposed project would be 50 feet below grade at the Polk Street part of the site.)

Of other impacts discussed in the Initial Study, hazards impacts related to demolition and construction would be less than those of the proposed project because the east wall of the 1000 Van Ness Avenue building would be removed and excavation would be minimal. Compared to the project, this alternative would result in a similarly increased demand for public services and energy because of the greater number of residents who would live at the site.

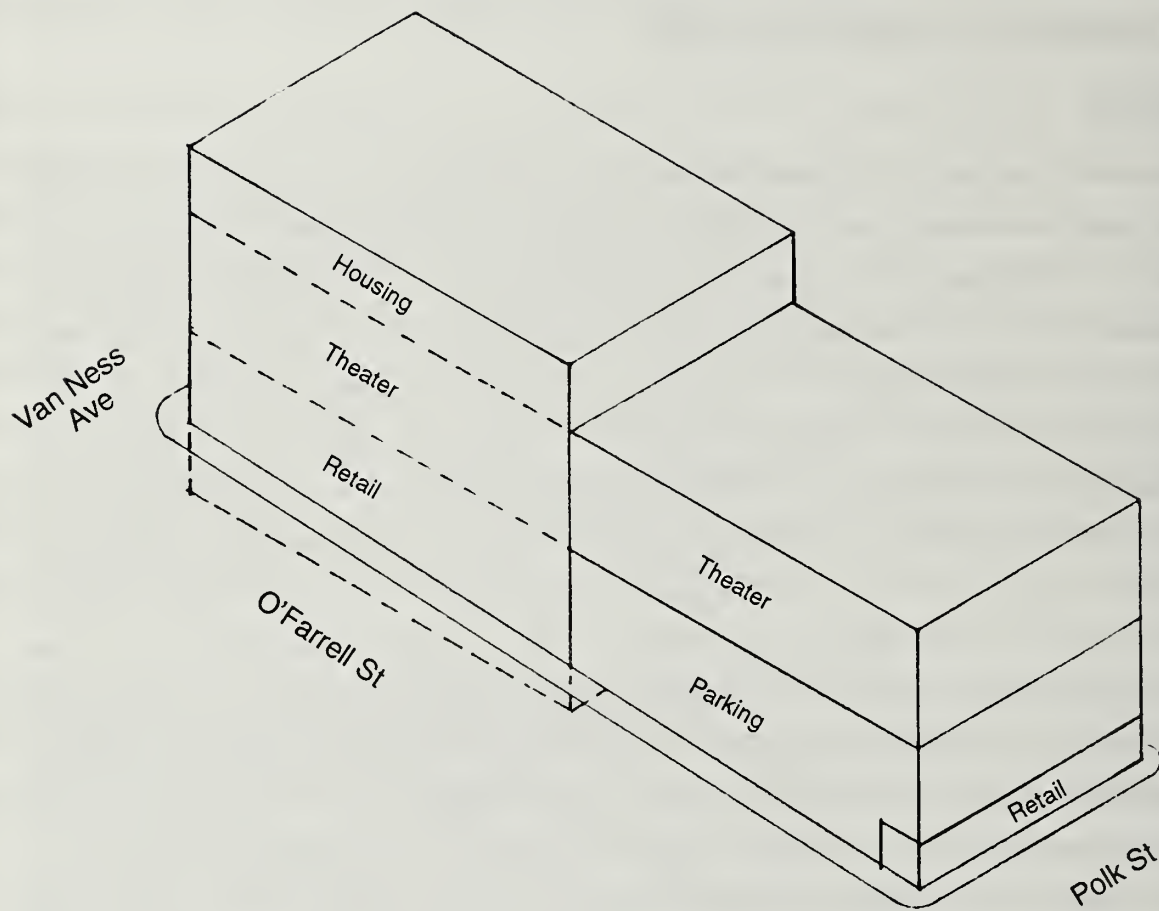
REASONS FOR REJECTION

This project sponsor has rejected this alternative because it would not meet its objectives. The project sponsor desires a mixed use entertainment/residential complex and not a development that is exclusively residential.

D. ALTERNATIVE D: SMALLER PROJECT

DESCRIPTION

This alternative would have the same uses as the proposed project, but not in the same proportion and a smaller total development. This alternative's cinema theater complex would contain about 1,750 seats in about seven theaters. There would be about 25 housing units, approximately 9,000 sq.ft. of retail space (of which about 1,500 sq.ft. would be on the Polk Street frontage), a health club with about 18,000 sq.ft. and a restaurant of around 3,000 sq.ft. (For comparison the project would contain 3,500 seats in 14 theaters, 50 housing units, 6,100 sq.ft. of retail, health club of 35,300 sq.ft., and two restaurants of 6,400 sq.ft. and 12,000 sq.ft. There would be a parking facility that would have 25 spaces for residential use and about 200 spaces for movie/retail patrons (compared to 450 spaces for the project). As shown in Figure 18 (page 117), this alternative would entail the demolition of the 901 Polk Street building and the construction of a building, about 100 feet tall that would contain four theaters and a 200-space parking garage with one level below grade. Alterations to 1000 Van Ness Avenue building, under this alternative would be similar to those of the proposed project; the east wall of the building would be removed to allow the new structure to be an integrated part of the entertainment/residential complex that would contain parking and theaters with an atrium, and the historic lobby would be restored and would contain the main entrance to the theaters, retail space, restaurant and health club. About 25 housing units would be in the top two floors of the 1000 Van Ness Avenue building and the roof would contain open space. This alternative would also require rezoning to allow movie theaters above the second floor. Exceptions to the *City Planning Code* would also be required from bulk, wind, and rear yard requirements.



IMPACTS

Some of this alternative's environmental effects would be the same as those of the proposed project: land uses on the site would intensify and be at a higher density; there would be remediation of existing on-site hazards such as asbestos; the 901 Polk Street building would be demolished and the east wall of the 1000 Van Ness Avenue building would be removed; and there would be localized effects of construction such as increases in dust levels and noise. Because the period of construction would be shorter with this alternative (about 14 months compared to 18 with the project), the construction noise and air quality impacts for this alternative would occur for a correspondingly shorter duration.

This alternative would have different urban design and visual quality effects than the proposed project. The 901 Polk Street addition would be about 30 feet lower than the proposed project and would be less massive in bulk. Architectural rehabilitation and seismic reinforcement of the 1000 Van Ness Avenue building's east foundation would also be the same under this alternative as under the proposed project, and consequently, impacts associated with these topic areas would be the same.

The ground-level wind conditions on the sidewalks of O'Farrell, Myrtle, and Polk Streets would likely be less than the proposed project since the 901 Polk Street building would be smaller; however, further wind tunnel tests would be required to evaluate specific changes. Shadows would be less than the proposed project.

This alternative would generate fewer overall vehicle trips than the proposed project. There would be about 140 p.m. weekday peak-hour trips and 225 p.m. weekend peak-hour trips (compared to 359 p.m. weekday peak-hour trips and 566 p.m. weekend peak-hour trips for the proposed project). Under this alternative the LOS for the studied intersections would deteriorate to a lesser extent than that of the proposed project; however, the alternative would cause increased delays at all the study intersections, particularly under weekend p.m. peak hour conditions at the Van Ness Avenue/O'Farrell Street intersections (which would still deteriorate from LOS D to LOS F as with the proposed project). This alternative would create a demand for 141 parking spaces on weekdays and 210 on weekends compared to the project demand for 300 on weekdays and 442 on weekends.

There would be an increase in employment of about 120 persons, compared to about 250 for the proposed project. There would be a maximum of about 2,200 residents and visitors/patrons, compared to approximately 4,300 for the project. Compared to the project, this alternative would result in a lower demand for public services and energy. Effects related to geology and hydrology and potential subsurface cultural resources would be similar to those of the proposed project, although at a smaller magnitude, as the excavation for this alternative would be down to about 10 feet at the Polk Street side of the site, compared to a depth of 50 feet for the proposed project.

REASONS FOR REJECTION

The project sponsor has rejected this alternative because it would not meet its objectives. In order for the project to be successful, the project sponsor believes that it must be at the size and scale proposed in the project description (Chapter II).

NOTES

¹ According to Planning Code Section 243(c)(6), the requirements for rear yard may be modified or waved by the Zoning Administrator if a comparable amount of usable open space is provided elsewhere within the development where it is more accessible. This action, however, would still be considered an exception from certain specific code standards through administrative review (Section 307(g)).

² *City Planning Code* Section 102.14 defines a lot as a "parcel of land under one ownership which constitutes, or is to constitute, a complete and separate functional unit of development, and which does not extend beyond the property lines along streets or alleys." Generally a lot consists of a single Assessor's lot, but in some cases can consist of a combination of contiguous Assessor's lots where such combination is necessary to meet the requirements of the code.

³ Under Section 233 in the *City Planning Code* Live/Work Units are limited to those engaged in the arts activities as defined by Section 102.2 which include "performance, exhibition (except the exhibition of films), rehearsal, production, post-production and schools of dance, music, dramatic art, film, video, graphic art, painting, drawing, sculpture, small scale glass works, ceramics, textiles, woodworking, photography, custom-made jewelry or apparel and other visual, performance and sound arts and crafts; commercial arts and art-related business service uses; and arts spaces including studios, workshops, galleries, museums, archives and theaters, and other similar spaces customarily used principally for arts activities." Architecture and literature are not considered arts activities.

⁴ The 1000 Van Ness Avenue building is a noncode-conforming use with respect to wind. There are seven locations where the mean wind speed exceeds the city comfort criterion of 11 m.p.h. (according to wind tunnel tests done for the project; see Chapter XI, Appendix A, page A-XX). The proposed addition in this alternative on the NC-3 portion of the site would be set back on the O'Farrell Street (south), Polk Street (east) and Myrtle Street (north) frontages and would most likely not increase the wind speed. However, it is unlikely that the existing locations of wind exceedance could all be brought below the comfort criterion. For purposes of the alternative analysis, the assumption is made that the existing wind conditions would not be negatively affected.

⁵ Ibid.

⁶ This alternative, a prior proposal for the site, was the subject of a Negative Declaration, *1000 Van Ness Avenue Residential Development*, Case No. 91.356E, March 9, 1993.

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● X. SUMMARY OF COMMENTS AND RESPONSES

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A. INTRODUCTION

This document contains summaries of the public comments received on the Draft Environmental Impact Report (EIR) prepared for the proposed 1000 Van Ness Avenue Mixed Use Development/Theater Complex project, and responses to those comments. Also included are staff-initiated text changes and errata.

All substantive comments made at the Draft EIR public hearing before the City Planning Commission on April 4, 1996, and all written comments received during the Draft EIR public review period from March 4 to April 15, 1996, are presented herein by direct quotation, edited to delete repetition and nonsubstantive material only.

Comments and responses are grouped by subject matter and are arranged by topic corresponding to the Table of Contents in the Draft EIR. Each group of comments is followed by its set of responses; the order of the responses under each topic follows the order of the comments. As the subject matter of one topic may overlap that of other topics, the reader must occasionally refer to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross references are provided.

Some comments do not pertain to physical environmental issues, but responses are included to provide additional information for use by decision makers.

These comments and responses will be incorporated into the Final EIR as a new chapter. Text changes resulting from comments and responses will also be incorporated in the Final EIR, as indicated in the responses.

B. LIST OF PERSONS COMMENTING

Joe Browne, District Director, State of California, Department of Transportation, Caltrans District 4, by Phillip Badal, District Branch Chief, IGR/CEQA (written comments, April 12, 1996)

Hector Chinchilla, Vice President, San Francisco City Planning Commission (public hearing comments, April 4, 1996)

Jennifer Clary, President, San Francisco Tomorrow (written comments, April 15, 1996)

Leigh Jordan, Coordinator, Northwest Information Center of the Historic Resources Information Center (written comments, March 13, 1996)

Jerry Levine, Member, San Francisco City Planning Commission (public hearing comments, April 4, 1996)

Esther Marks, Member, San Francisco City Planning Commission (public hearing comments, April 4, 1996)

Beverly Mills, Member, San Francisco City Planning Commission (public hearing comments, April 4, 1996)

Marvis J. Phillips, Zoning Committee of the North of Market Planning Coalition, Block Captain-Tenderloin-CCSF (public hearing comments, April 4, 1996 and written comments, April 12, 1996)

Daniel F. Reidy, Member, Landmarks Preservation Advisory Board, commenting as an individual (written comments, April 15, 1996)

C. COMMENTS AND RESPONSES

LAND USE AND ZONING

Comment

"The Van Ness Corridor Area is a zoning district which is intended to maximize the production of housing and offers a double density bonus to developers who add housing to their project. However, this development would produce only 53 dwelling units instead of the 121-unit potential. What is the impact of adding so much commercial space of a type which generates much greater traffic and parking impacts (a theater complex), instead of a larger number of housing units, a use which would have a lower traffic impact on the surrounding area?" (Jennifer Clary, San Francisco Tomorrow)

Response

The proposed project is within the *Van Ness Avenue Area Plan* (VNAP) area and would respond in general to objectives and policies in the plan, described in the EIR on pages 33 and 34. The proposed project land uses are principal permitted uses under the Planning Code for the Van Ness Special Use District zoning (EIR page 58).

No significant land use impacts from the proposed development have been identified; significant transportation impacts have been disclosed in the EIR in that topic discussion. (Traffic impacts are disclosed in the EIR on pages 71 to 93.) The City Planning Commission will decide what is the most appropriate use under the VNAP and the Planning Code, balancing competing interests. The Commission will make findings regarding the conformity of the project with the various, goals, objectives and policies of the *City Master Plan* including the *Van Ness Avenue Area Plan* as part of its review of the project under *City Planning Code* Sections 101.1, 303, 304(a) and 243.

Alternative C: Housing Alternative on pages 112 to 116 in the EIR examines an alternative that would primarily contain residential units. This alternative would contain about 190 units, about 140 more units than the 50 units of the proposed project, about 2,000 sq.ft. of neighborhood commercial retail space on Polk Street and approximately 5,500 sq.ft. of commercial space in the 1000 Van Ness Avenue building (for a total of 7,500 sq.ft. of retail space compared to about 24,500 sq.ft. of retail/restaurant space with the project). There would be no theater or health club uses. As the comment notes, such an alternative would generate fewer overall trips than the proposed project. As discussed in the EIR on page 115, the alternative would have the following impacts. About 66 additional vehicle trips in the p.m. peak hour (about 52 residential and 14 commercial) would occur and levels of service (LOS) would not change at any of the studied intersections. For comparison, the proposed project would generate about 359 p.m. weekday peak-hour trips and 566 p.m. weekend peak-hour trips, and would cause increased delays at all the study intersections, particularly under weekend p.m. peak-hour conditions at the Van Ness Avenue/O'Farrell Street intersection, which would deteriorate from LOS D to LOS F and Polk/O'Farrell Streets intersection which would deteriorate from LOS B to LOS E. The residential alternative would create a demand for 230 parking spaces compared to the project demand for 300 on weekdays and 442 on weekends.

Comment

"Meager amount of retail (only 1,500 square feet) on what is a predominantly retail street, Polk Street, would have the effect of reducing pedestrian interest and commercial activity on Polk Street, circumventing a policy of the master plan and the neighborhood commercial zoning. The addition of 16,600 square feet of retail within the complex is designed for the theater patron[s] only and will not enhance and can only detract from the neighborhood commercial street use." (Jennifer Clary, San Francisco Tomorrow)

Response

The approximately 1,500 sq.ft. of retail space on Polk Street would be about two-thirds of the Polk Street frontage with a depth of 15 feet. The space is intended to be available for neighborhood retail.¹ This portion of the site is now occupied by a vacant auto sales and showroom building. The current land uses on Polk Street within two half-blocks of the project are shown on Figure 7 in the EIR on page 36. Directly east of the site on Polk

Street are the Trinity Towers apartments with ground floor retail. Diagonally across Polk Street is an adult entertainment theater and on the west side of Polk Street, south of the project site, are an automobile repair shop and parking lot. In the next half-block are motels on the east and west sides of Polk Street. North of the project site on the west side of Polk Street is a parking lot and on the east side is a large laundromat with parking in front. In the next block are an office building and apartment structure on the west and east sides, respectively, with no ground floor retail use.

The retail space in the project would be oriented toward Van Ness Avenue and would be available to people in the Polk Street neighborhood, not just theater patrons, and it is anticipated that theater patrons would include people from the neighborhood. As noted above, the retail uses of the project are permitted under the current zoning. The City Planning Commission will review the above comment as part of the information considered in determining the conformance of the project to *City Master Plan* policies.

-
1. Matt Field, project manager, telephone conversation, April 18, 1996.

Comment

"On Page 60 paragraph 2 it talks about the 'Light and glare cast by the signs could increase, which might have an effect on residential uses if they were to be adjacent to the signs. According to Matt Field, the sign from the Photomontage picture on page 62 at Van Ness and O'Farrell would only shine into one unit of housing and the Health Club, while the other sign on the Van Ness and Myrtle side would only shine into the Health Club. Why is this considered to be an impact when it is possible that less light than a street light will shine there?" (Marvis J. Phillips)

Response

The paragraph in the EIR cited by the commenter discusses the environmental effects of the proposed ordinance to amend Section 607.3 of the *City Planning Code* to allow replacement and restoration of signs on Landmark buildings, which potentially could have an effect on two other Landmark-designated buildings in addition to the proposed project. The commenter may be referring to the effect of the proposed project rather than the signage ordinance; page 60 of the EIR discusses the ordinance. The

commenter is accurate in that the proposed project signage would only shine into one unit of housing with the current housing plan. If the other two Landmark-designated buildings, however, were to include residential uses and add signage pursuant to the proposed ordinance, light and glare from the signs could have an effect on residential units if they were adjacent to signs.

Page 60, first full paragraph, second sentence of the Draft EIR has been revised as follows (deleted language indicated by strikeover):

"Light and glare cast by signs could increase, which might have an effect on residential uses if they were to be adjacent to the signs, ~~including the proposed residential units in the Landmark building.~~"

URBAN DESIGN

Comment

"Visual impact of the blocky upper story form of the theaters with virtually blank facades on O'Farrell and Polk Streets would be highly negative to the character of the retail streets, almost like adding a warehouse.

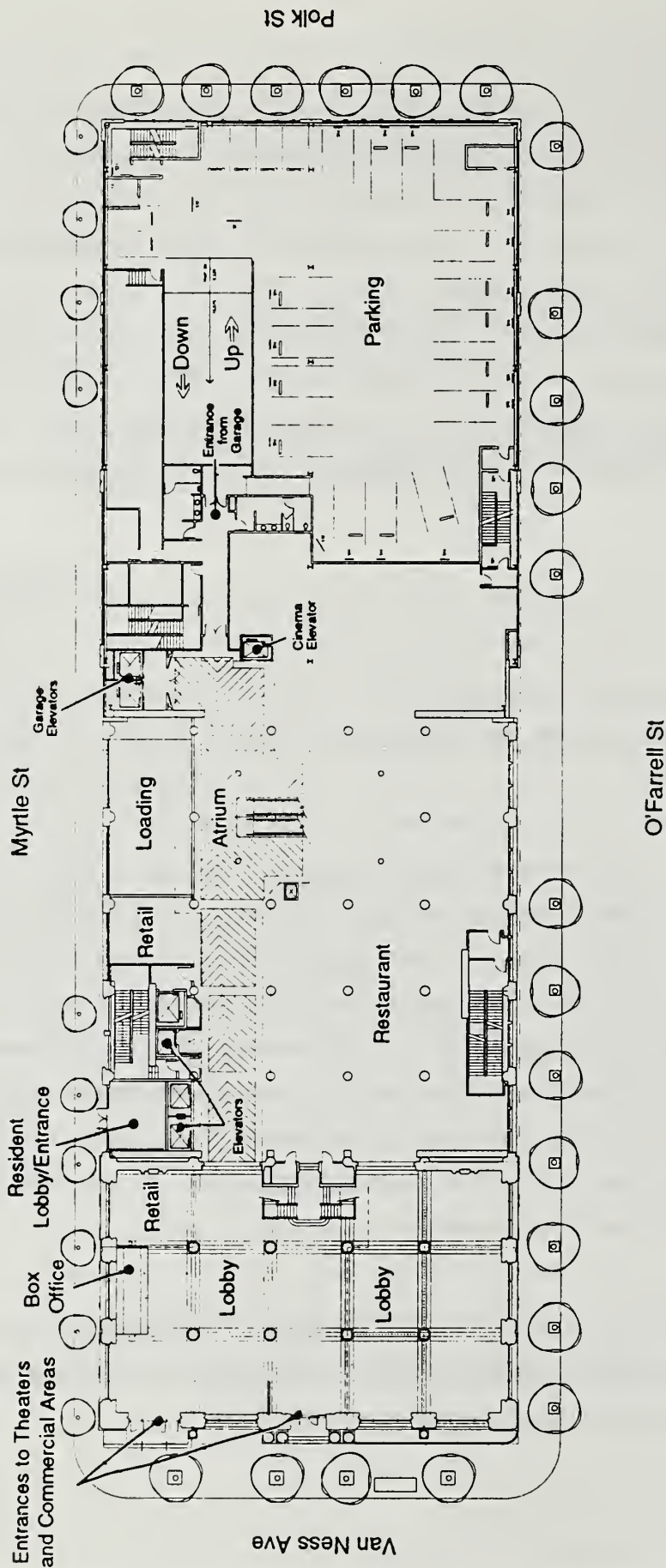
"Users of the podium level open space on the residential development across Polk Street will look into a blank facade and will lose afternoon sunlight. The setback of this residential development [across Polk Street] was a gracious one, intended to ameliorate the effect on Polk Street of the block tower of units. The theater development would erase the beneficial effect of this setback on Polk Street. Addition of vertical banks of glazing (which are meant to simulate curvilinear bay windows?) on the O'Farrell frontage is inexplicable and appears to relate to nothing on the interior plan. These banks of glazing do not relate to the historic facade on the same street and appear thin and trivial compared to the adjacent historic frontage. The curvilinear bowing of a portion of the upper Polk Street facades, apparently to express the form of the back of the theaters there, is commendable but does little to articulate the facade and nothing to enhance the streetscape. The theater volumes could be broken into shadow casting elements and articulated in a more satisfactory way." (Jennifer Clary, San Francisco Tomorrow)

Response

The design of the exterior of the Polk Street addition to the existing 1000 Van Ness Avenue Building is still being refined by the project sponsor in conjunction with the City Planning Department, Landmarks Preservation Advisory Board and the State Office of Historic Preservation. Modifications to the design are shown in the revised floor plans (Revised DEIR Figures 3 and 4, pages C&R.9 and C&R.10), the revised O'Farrell Street and Polk Street Elevations (Revised DEIR Figures 5 and 6, pages C&R.11 and C&R.12), and the photomontages (Revised DEIR Figures 13 and 14, pages C&R.13 and C&R.14).¹ The modifications consist of refinements in the design (for example realigning the interior staircase on the O'Farrell Street side). There would be no change in the development program.

According to the project sponsor, design requirements for the Polk Street addition necessitate maximum space/volume for the movie theaters. In order to accommodate the movie theaters, the structural frame would not allow for set backs on the O'Farrell, Myrtle or Polk Street facades and there would be limited space to develop design features on the exterior surface. The facade on the upper portion of the Polk Street would contain curvilinear blind windows which would be back-lit at night and the light and glare would be minimized to avoid disturbing the Trinity Tower residents to the east across Polk Street. A bank of vertical windows would be on the O'Farrell Street facade, adjacent to an interior staircase. The windows would provide views to the street for patrons descending the stairs, and people viewing the O'Farrell Street facade would be able to see the staircase behind the windows. Additional shadow casting lines have been added to the O'Farrell Street facade. This detailing includes two horizontal bands (or belt courses) that are similar to the bands on the 1000 Van Ness Avenue building which separate the building facade into three vertical zones: 1) the ground level terra cotta blocks and the 2) mid and 3) upper areas.

Urban design issues are in some measure subjective. The commenter's remarks are acknowledged and will be considered by the City Planning Commission as part of the information on which it will base its decision on the project.

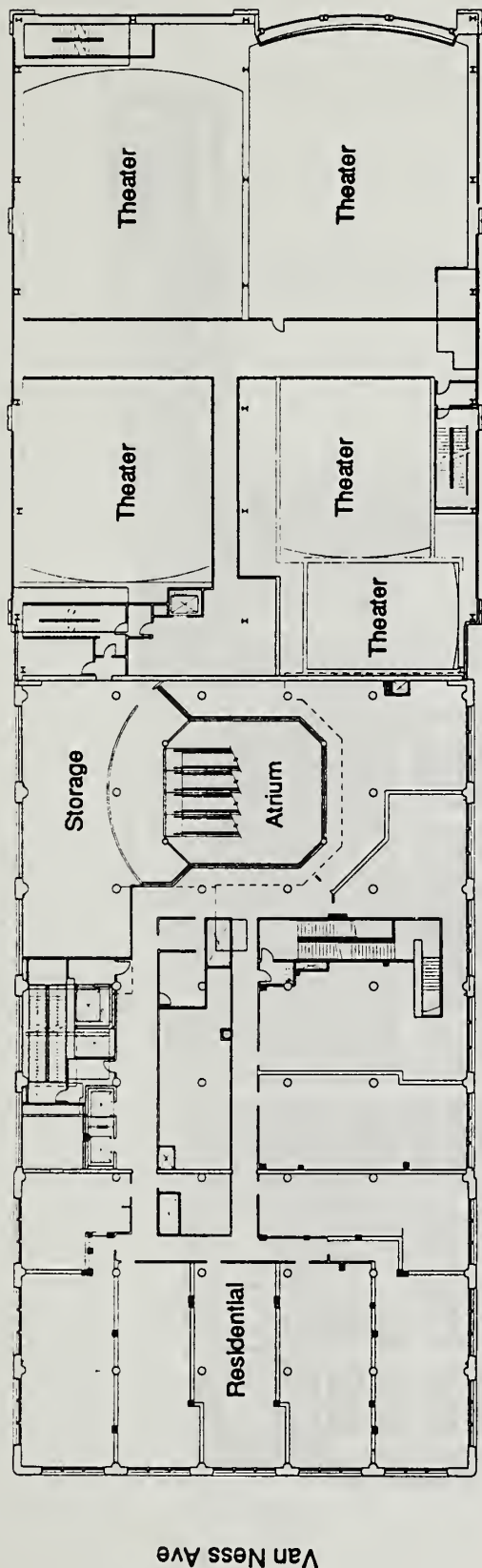


Source: Field Paoli Architects & Planners

VAN NESS AVENUE GROUND FLOOR PLAN (REVISED)

FIGURE 3

Myrtle St



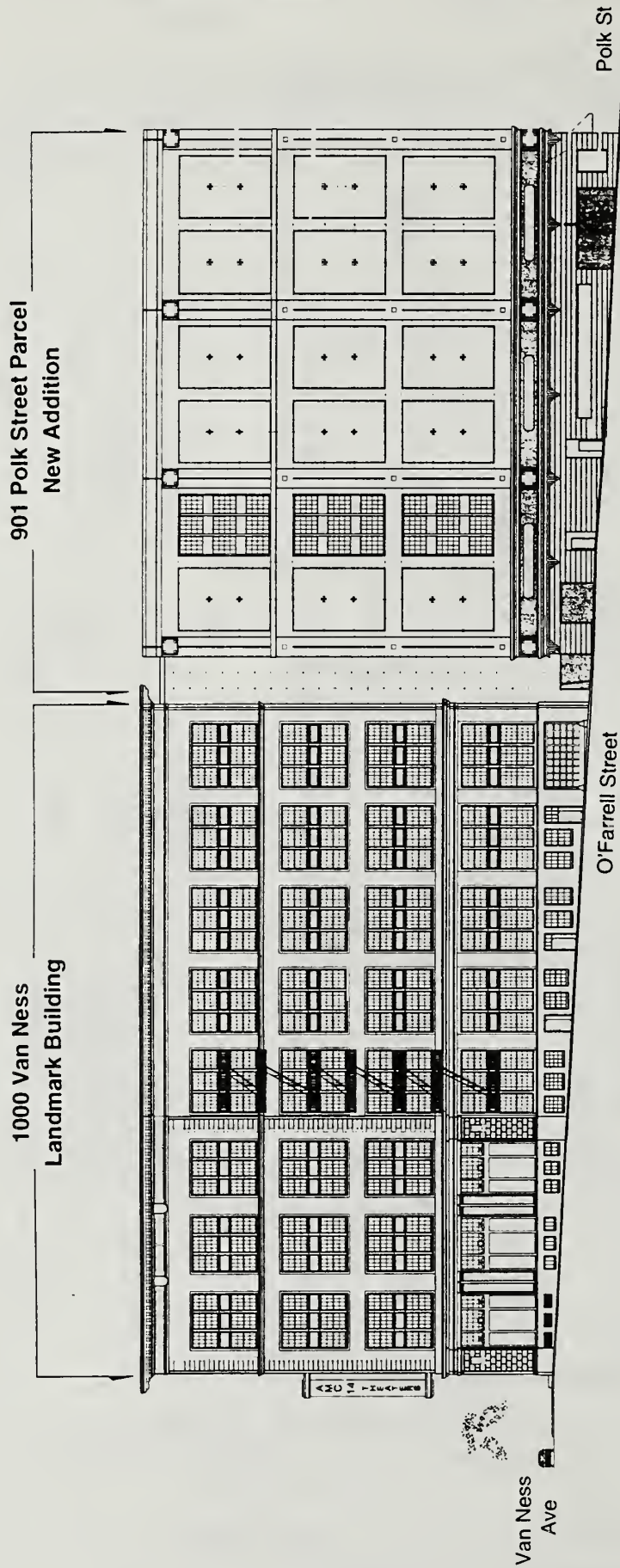
Van Ness Ave

O'Farrell St

Source: Field Paoli Architects & Planners

VAN NESS AVENUE REPRESENTATIVE FLOOR PLAN (FIFTH FLOOR) (REVISED)

FIGURE 4

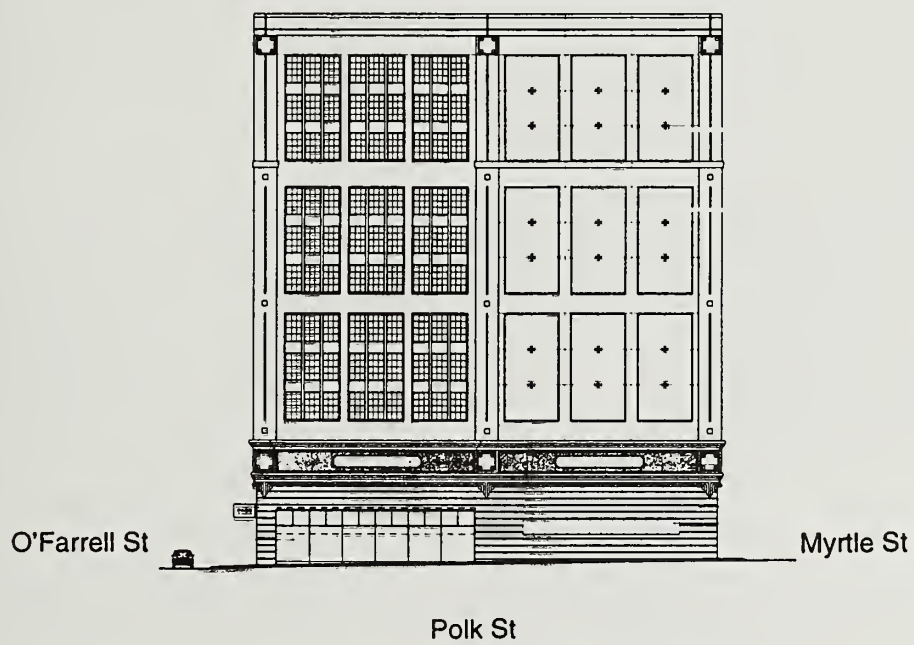


Source: Field Paoli Architects & Planners

Case No. 94.618E 1000 Van Ness Avenue

O'FARRELL STREET ELEVATION (REVISED)

FIGURE 5





The photomontages are shown at different scales. Figure 14 is at 35 mm. Figure 13, however, is at 28 mm. The City Planning Department prefers that all photomontages to be 35 mm because this dimension approximates to the greatest extent possible the human view perspective in an urban context. A wider angle was used in the revised Figure 13 in order to show the entire frontage of the Van Ness Avenue and O'Farrell Street elevations of the project and the proposed signage on the north west and south west corners of the 1000 Van Ness Avenue building.

Source: Square One Film & Video

Case No. 94.618E 1000 Van Ness Avenue

**PHOTOMONTAGE FROM O'FARRELL STREET & VAN NESS LOOKING NORTHEAST
(REVISED)**

FIGURE 13

C&R.13



The photomontages are shown at different scales. Figure 14 is at 35 mm. Figure 13, however, is at 28 mm. The City Planning Department prefers that all photomontages to be 35 mm because this dimension approximates to the greatest extent possible the human view perspective in an urban context. A wider angle was used in the revised Figure 13 in order to show the entire frontage of the Van Ness Avenue and O'Farrell Street elevations of the project and the proposed signage on the north west and south west corners of the 1000 Van Ness Avenue building.

1. The revised photomontages are shown at different scales. Figure 14 in the DEIR was at 35 mm and the revised Figure 14 is also at the same scale. Figure 13, however, was at 35 mm in the DEIR, but the revised figure is at 28 mm. The City Planning Department prefers that all photomontages to be 35 mm because this dimension approximates to the greatest extent possible the human view perspective in an urban context. A wider angle was used in the revised Figure 13 in order to show the entire frontage of the Van Ness Avenue and O'Farrell Street elevations of the project and the proposed signage on the north west and south west corners of the 1000 Van Ness Avenue building.

Comment

"No elevation is shown for the Myrtle Street facade. The entrance to the residential units will be overwhelmed by the expanse of blank wall on the alley and may be unsafe if there are no 'eyes on the street'." (Jennifer Clary, San Francisco Tomorrow)

Response

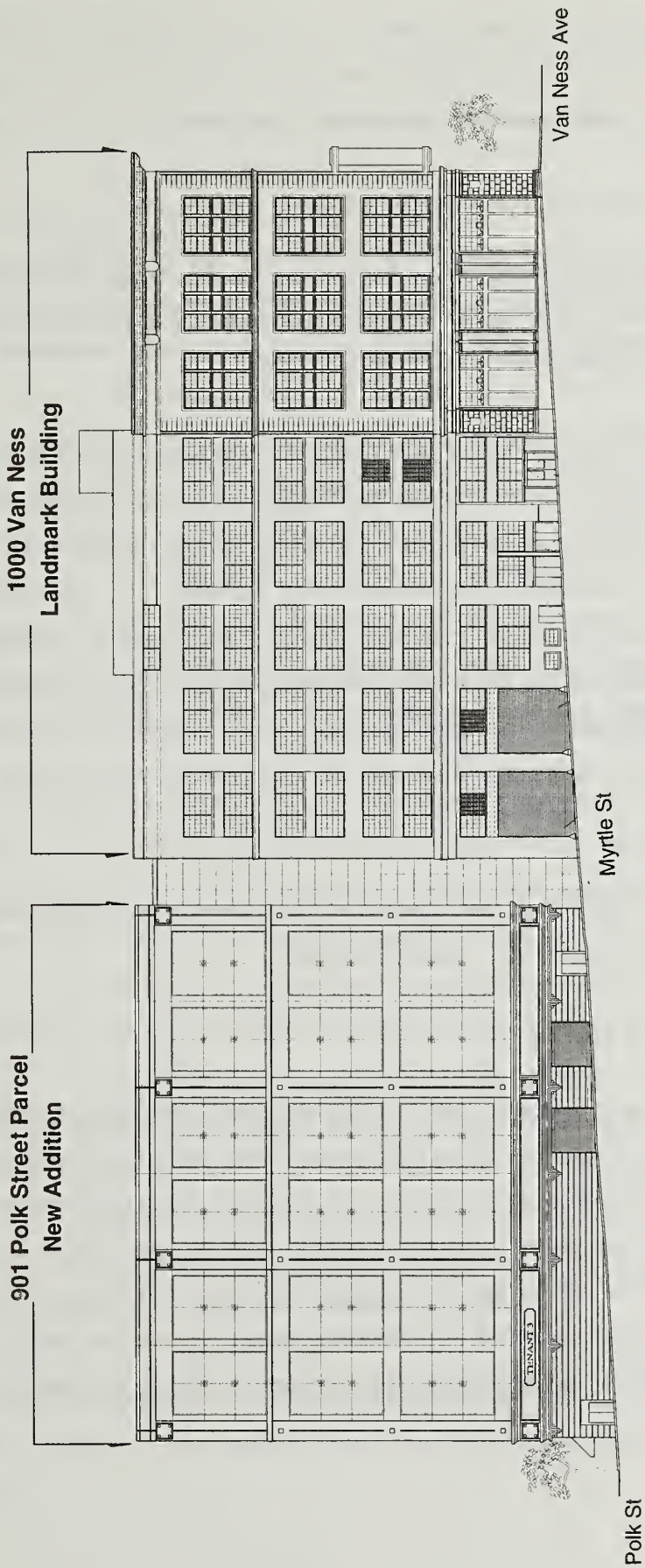
A Myrtle Street elevation has been provided (C&R Figure 1, page C&R.16). As shown on the Myrtle Street elevation and in the revised Ground Floor Plan in Figure 3 on page C&R.9, the entrance to the residential units would be in the western half (in the fourth bay) of the 1000 Van Ness Avenue building which has windows on the entire north facade. The north facade of the Polk Street addition would not have windows. Street trees would be introduced along Myrtle Street. Security for the residential units would be provided via security lighting along Myrtle Street, as well as card key accesses to the residential lobby and elevators.¹

1. Matt Field, project manager, telephone conversation, April 23, 1996.

ARCHITECTURAL, HISTORIC AND CULTURAL RESOURCES

Comment

"Our office has no additional comment on the above referenced document. However, thank you for your continued concern for protecting historical resources." (Leigh Jordan, Coordinator, NWIC, Historic Resources Information Center)



Source: Field Paoli Architects & Planners

Case No. 94.618E 1000 Van Ness Avenue

MYRTLE STREET ELEVATION

FIGURE C & R 1

Response

The comment is noted; no further response is required.

Comment

"I have limited my comments to landmark preservation issues. It was very encouraging to see so much attention to historical preservation issues throughout the document. There were only two areas which I thought deserved a bit more attention.

"Signs. In the Summary at the bottom of page 6 and in the Impacts on Architectural and Historic Resources section on page 65, the text states that 'New signs similar to the original signs in size, design, and location would be added to the north and southwest corners of the building.' As noted on page 60, 'light and glare cast by signs could increase' Also noted on page 60 as a potential environmental issue is 'the visual impact of new signs on Landmark-designated buildings.' The text notes that the signs would be regulated by Article 10 of the Planning Code which includes the Certificate of Appropriateness process. 'Concerns about the visual effects of proposed restoration or replacement of signs on Landmark buildings would be considered during this process.'

"Under CEQA, analysis of potential environmental impacts should not be postponed from the EIR to later steps in the permit process." (Daniel F. Reidy)

Response

The commenter is correct that under CEQA, analysis of potential environmental impacts should not be postponed from the EIR to later steps in the permit process. This is true primarily when implementation of actions to reduce or eliminate environmental impacts at a later time is not certain. In some cases, however, existing laws and regulations ensure that impacts will be reduced or eliminated at a later time. One example is the laws covering asbestos removal from structures on a proposed project site. The EIR calls out these measures and describes how they would reduce impacts to a level of non-significance.

Regarding the issue the commenter has raised regarding an apparent deferral of impacts evaluation of proposed signs of Landmark buildings in the VNSUD, the following should be noted, and the DEIR has been revised to be clearer on this point.

The project would require a Certificate of Appropriateness per Section 1006 of the Planning Code for exterior alterations requiring a building permit. A Certificate of Appropriateness would be granted by the Department of City Planning, with the advice of the Landmarks Preservation Advisory Board (LPAB), if the proposed alterations would have "no significant impact upon" or would not be "potentially detrimental to" the Landmark site (Section 1006.2 of the Planning Code). A Certificate of Appropriateness may also be granted by the Department following consideration and approval by the City Planning Commission. The standards for the review of applications for Certificates of Appropriateness are contained in Planning Code Section 1006.7. These standards include, but are not limited to a finding that the proposed alteration preserves the significant exterior architectural features and does not adversely affect the special character or historical, architectural, or aesthetic interest or value of the Landmark.

As the commentor has noted, the EIR on page 60 analyzes and discusses the potential physical environmental effects of the proposed sign ordinance. The potential environmental effects of the proposed project have been fully analyzed in the EIR. Impact analysis has not been postponed from the EIR to later steps in the permit process. Because the proposed project's (and alteration of other affected Landmarks under the sign ordinance) exterior alterations including signage would have to meet the standards for a Certificate of Appropriateness and compliance with these standards is reviewed by qualified Department staff, members of the LPAB, which oversees the designation and disposition of Landmark buildings within the City, and the City Planning Commission, therefore, the project could not adversely affect a building or district of historic or cultural significance, and would not conflict with the preservation of a building or district subject to Article 10 of the Planning Code.

In summary, a Certificate of Appropriateness could not be granted and an alteration, therefore, could not be approved that could have a significant impact on an historic resource.

The following sentence has been added after the last sentence of the second full paragraph in the DEIR on page 60:

"Because the proposed project (and alteration of other affected Landmarks under the sign ordinance) must meet the standards for a Certificate of Appropriateness, and compliance with these standards is reviewed by qualified Department staff, members of the Landmarks Board, which oversees the designation and disposition of Landmark buildings in the City, and the City Planning Commission, therefore, the project and the proposed revision of the sign ordinance could not adversely affect a building or district of historic significance and would not conflict with the preservation of a building or district subject to Article 10 of the Planning Code."

For the reader's information, on May 1, 1996, the Landmarks Board voted to recommend a Certificate of Appropriateness for the project, subject to a series of conditions. The Board will meet again on May 15, 1996, to make a final recommendation.

Comment

"The project description does not adequately describe the nature of the lighting of the proposed signs, for example, whether neon or flashing, internally lit, or illuminated by spotlights. The proposed sign for the southwest corner is shown on pages 26 and 62, but the one proposed for the northwest corner is not shown. There is no discussion of why the specific locations and size are most appropriate or whether alternative locations or sizes were considered. In addition to potential light and glare impacts on residential uses in the building or nearby, there may be an issue of distraction from the attractive ornamentation on the Van Ness facade of the Landmark building. The Initial Study on page A.8 concludes that Glare would not present a significant impact and that: 'Exterior lighting would be directed or shielded to prevent glare on adjacent properties or streets,' but there is no analysis of how the exterior lighting will relate to the Landmark-designated building's exterior ornamentation.

"The Secretary of the Interior's Standards for Rehabilitation include among 'Not Recommended' for storefronts: 'Using new illuminated signs; inappropriately scaled signs and logos; signs that project over the sidewalk unless they were a characteristic feature of the historic building; or other types of signs that obscure, damage, or destroy remaining character-defining features of the historic building.'

"The project description or the drawings do not indicate whether there will be any additional signage (address or tenant identification) on the public entrance doors to the building lobby on Van Ness or at the residential units entry to the north or Myrtle. Also, there is no description of how current movies will be advertised 'to the street' — kiosks, movie posters in the street floor windows along Van Ness, etc.

"There are no mitigation measures presented in Section V. for potential impacts of signage glare or for potential impacts on the Landmark-designated building's aesthetic qualities.

"The Landmarks Preservation Advisory Board may well require additional information about the signage and even impose conditions of any approval of a Certificate of Appropriateness in accordance with Article 10 of the Planning Code." (Daniel F. Reidy)

Response

Exterior lighting would illuminate portions of the 1000 Van Ness Avenue building ornamentation. Hidden lights in the sidewalk trees on Van Ness Avenue would highlight the architectural detail of the first four floors (particularly the columns and terra cotta sculptures above the main entrance). The angle of the lights would be directed below the residential units on the upper four floors. There would be low wattage lights along the belt courses on the O'Farrell Street elevation.

On page 59 of the EIR, it is noted that the proposed project would require an amendment of the *City Planning Code* to allow the replacement and restoration of signs previously removed from Landmark-designated buildings in the Van Ness Special Use District. The revised photomontage (Revised DEIR Figure 13, page C&R.13) shows the proposed replacement signage at the north and southwest corners of the Van Ness Avenue frontage. These signs are intended to be similar in scale, shape, illumination, and location to the original signs (the original sign on O'Farrell Street was slightly larger than the proposed replacement). The proposed project was presented to the Landmarks Preservation Advisory Board on May 1, 1996, at which time the replacement signage was described.

There would be no exterior signage other than the replacement signs on the 1000 Van Ness Avenue building. The sign on the Van Ness Avenue/O'Farrell Street corner would feature the name of the movie theater tenant and the sign on the Van Ness Avenue/Myrtle Street corner would contain the name of the restaurant, retail and/or health club tenants. There would be signage in the interior lobby, which might be seen from the Van Ness Avenue sidewalk. There would be a flat movie poster case on the exterior of the first level of the new addition on the O'Farrell Street side (Revised DEIR Figure 14, page C&R.14 and Revised DEIR Figure 5, page C&R.11) and the name of the project's tenants on the fascia (a flat, canopy-like band) above the ground floor level on the O'Farrell and Polk Street facades (see Revised EIR Figure 6, page C&R.12).

No potentially significant impacts requiring mitigation regarding glare or historic resources have been identified. Therefore, no mitigation measures have been identified in the EIR.

There would be exterior lighting that would illuminate portions of the 1000 Van Ness Building ornamentation. Hidden lights in the sidewalk trees on Van Ness Avenue would highlight the architectural detail of the first four floors (particularly the columns and terra cotta sculptures above the main entrance). The angle of the lights would be directed below the residential units on the upper four floors. There would be low wattage lights along the belt courses on the O'Farrell Street elevation.

As noted in previous responses and on page 31 of the EIR, the project requires a Certificate of Appropriateness pursuant to Section 1006 of the *City Planning Code*, by the City Planning Commission, following review and recommendation by the Landmarks Preservation Advisory Board.

Comment

"Exterior Appearance of Windows. The text in the section on Impacts on Architectural and Historic Resources on page 65 notes that:

' . . . the original windows would be left in place, although at some locations the interior shear walls required for seismic bracing and exit stairs would cause some to become blind windows; some would have partitions ending at their interior face. This would

change the exterior appearance of some windows The interior construction that would obstruct or blind some of the original windows would be designed to be unobtrusive and would not be noticeable at night.'

"While the impacts analysis note[s] the opinion of the historic preservation consultant that the changed window openings would not 'destroy' features that characterize the Landmark-designated property, it is possible that the changed appearance of the windows along Van Ness and McAllister [O'Farrell?] could present discordance, distraction, and other negative aesthetic impacts that weaken the historic value of the property as seen from the street. The Secretary of the Interior's Standards for Rehabilitation speaks to diminishment, not destruction: Included among 'Not Recommended' is: 'Removing or radically changing windows which are important in defining the overall historic character of the building so that, as a result, the character is diminished.' (Emphasis added.) Also included under 'Not Recommended' is: 'Inserting new floors or furred-down ceilings which cut across the glazed areas of windows so that the exterior form and appearance of the windows are changed.' Vertical partitioning or blockages of windows probably amount to the same potentially adverse effect.

"Since the upper floors are proposed for residential units that presumably need light and air from exterior windows, interior lights in these units at night may well accentuate the partitions and blockages compared to the appearance of the windows when the upper floors were generally not partitioned when used for automobile storage.

"There is no showing in the document of which windows will be so affected nor any explanation of whether the partition and other blockages of windows were minimized to the greatest extent possible.

"There are no mitigation measures presented in Section V. for potential impacts of exterior window changes or for potential impacts of these window changes on the Landmark-designated building's aesthetic qualities.

"The Landmarks Preservation Advisory Board may well require additional information about the changes to the exterior windows and even impose conditions of any approval of a Certificate of Appropriateness in accordance with Article 10 of the Planning Code." (Daniel F. Reidy)

Response

The project sponsors intend to minimize the change in the appearance of windows in the 1000 Van Ness Avenue building. The past uses of the building were primarily automobile service and storage with limited night time activity. On the Van Ness Avenue ground floor level and the second level, there are existing office partitions ending at the windows. The proposed uses of the project would include residential, retail, health club and movie theaters and would increase the visibility of active uses in the building throughout a 24-hour day. The existing windows are considered by the project sponsor to be a major asset of the 1000 Van Ness Avenue building, particularly for the residential units.¹ In designing the project, the project sponsors attempted to minimize blockage of the windows to the greatest extent possible. The existing partitions for offices on the ground and second level would be removed. All windows in the four floors of residential use above would be restored for maximum views and natural light and there would be no new partitions blocking the windows. The new staircase added to the fourth bay of the O'Farrell Street side of the building would be located behind the windows which are currently obscured by the existing fire escape, which would be retained (see Revised DEIR Figure 14, page C&R.14 and the photomontage, Revised DIER Figure 13, page C&R.13). The stair would be set back approximately 16 inches from the inside face of the wall for the first four floors and then it would turn and set back about 11 feet from the inside face of the wall to maximize views and natural light.

In order to seismically brace the building, the project sponsors had two options: 1) bracing the 1000 Van Ness Avenue building independently of the new addition through the use of a lateral bracing system which would entail greater blocking of windows ("X" bracing), for example with greater visible use of shear walls and/or braces, and 2) using the new building to brace the 1000 Van Ness building in order to minimize blockage of windows. By using the structure of the new building to brace the 1000 Van Ness Avenue building, no windows would be blocked by the bracing beams. On Myrtle Street, the existing stairs would be replaced and the three windows on each floor where the stairs would be located would continue to be seen from the exterior (see Revised EIR Figures 3 and 4 on pages C&R.9 and C&R.10 for a plan view). On the ground floor level of Myrtle Street, two window bays and half of one window bay would be removed to provide access to the residential lobby and for the loading facilities. These changes would all

occur east of the ornamental facade which ends after the third bay where the exterior has an industrial character (see C&R Figure 1, page C&R.16).

No potentially significant impacts have been identified on historic resources, and therefore, no mitigation measures have been identified and none are required. As discussed in the Architectural and Historic sections of the EIR and herein, the project would, however, include features to reduce impacts to a level of non-significance.

As noted above, the project was presented to the Landmarks Preservation Advisory Board on May 1, 1996, at which time the windows of the project were described. The Landmarks Preservation Advisory Board recommended a Certificate of Appropriateness subject to conditions. The Certificate of Appropriateness requires approval by the City Planning Commission.

-
1. Matt Field, project manager, telephone conversation, April 19, 1996.

TRANSPORTATION

GENERAL

Comment

"Thank you for continuing to include the California State Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. We have analyzed the *1000 Van Ness Avenue Mixed-Use Development Transportation Study*, dated February 14, 1996, by Kolve Engineering and the DEIR dated March 2, 1995." (Phillip Badal, Caltrans)

Response

The comment is noted; no response is required.

TRAFFIC — LOCAL INTERSECTION

Comment

"When I read this, the issues of traffic and parking still have not been addressed satisfactorily. And I guess the issue is what is substantial impact, what is considered substantial impact.

"As an example, though, just to pull one example, the proposed project anticipates genera[ting] approximately 2,400 vehicles trips on a weekday of which 360 — 360 would occur during p.m. peak hour, which is 4:30 to 5:30. That is equivalent to five additional cars per minute. And, in my mind, that's a substantial impact. And I know that one of the mitigation measures was to change the signal lights both on Van Ness and on Polk Street. But, in my mind, still — you know, it still is not enough to mitigate the traffic impacts.

"Anyway, that's basically it. I think the parking and the traffic problems still are going to be major." (Esther Marks, Planning Commission)

Response

The transportation analysis in the EIR was based on the *1000 Van Ness Avenue Mixed Use Development Transportation Study* prepared by Korve Engineering on February 14, 1996, under the direction and supervision of the City Planning Department, transportation and environmental sections. The methodology for the analysis is based on the Planning Department's *Guidelines for Environmental Review: Transportation Impacts* July 1991. As noted on page 81 of the EIR, the Level of Service (LOS) of an intersection is a measure of the ability of the intersection to accommodate traffic volumes. The LOS is based on the average stopped delay per vehicle per lane for various movements within the intersection. Intersection LOS ranges from LOS A, which indicates free-flowing conditions with short delays, to LOS F which means congested conditions with extremely long delays. LOS D, or better, represent acceptable operating conditions at signalized intersections. LOS E, or worse, indicate LOS that are considered unacceptable operating conditions. The EIR preparers found that the proposed project would have a significant, substantial transportation impact because it would result in a deterioration in LOS from LOS D (or better) to LOS F at one intersection without mitigation. That is, during weekend p.m. peak-hour conditions, project-related traffic would cause the intersection of Van Ness Avenue/O'Farrell Street to deteriorate from LOS D to LOS F. A mitigation measure that would modify the signal timing at this intersection could improve this condition to LOS B, that is, to acceptable operating conditions. Although the addition of project-generated traffic would result in increases in delays at all study intersections, with the mitigation measure all study intersections would operate at acceptable service levels.

The total vehicle trips generated by the project represent both inbound and outbound trips. That is, approximately 360 weekday p.m. peak hour trips would include 170 entering the project and 190 leaving the project, which is equivalent to about three additional cars per minute in each direction.

Findings of significant impact in the EIR are subject to final determination by the City Planning Commission as part of its certification of the EIR. Chapter VI of the EIR will be revised, if necessary, to reflect the Planning Commission's findings.

Comment

"I also have questions regarding both traffic and transit. On page 8 of the Draft EIR, there is a discussion of traffic, and the first sentence above the middle indicates that the addition of project-generated traffic would result in increases in delays at all studied intersections. The last sentence in that same paragraph says all other study intersections would operate at acceptable levels of service. They seem to be in contradiction with one another. I would like to get some clarification there." (Jerry Levine, Planning Commission)

Response

The second full paragraph in the EIR on page 8 cited by the commenter summarizes local intersection impacts of the project for all conditions. As noted, the addition of project generated traffic would result in increased delays at all study intersections. The Level of Service (LOS), however, may or may not change depending upon the amount of increase in delay. As noted in the previous response, intersection LOS is based on the average stopped delay per vehicle and incorporates various movements within an intersection. In Appendix C of the EIR, pages A.47 and A.48, the delay time in seconds per vehicle is given as defined in ranges. Thus, within a specific level of service (LOS D for example), the delay time could increase by more than 10 seconds per vehicle and still not change the LOS. The four signalized intersections analyzed in the EIR were selected by the Planning Department transportation staff, and include Van Ness Avenue/Geary Street, Van Ness Avenue/O'Farrell Street, Polk Street/O'Farrell Street, and Polk Street/Geary Street.

As described in the EIR on page 8, under weekday p.m. peak hour conditions, all intersection LOSs would be at acceptable services levels of D, or better. During weekend

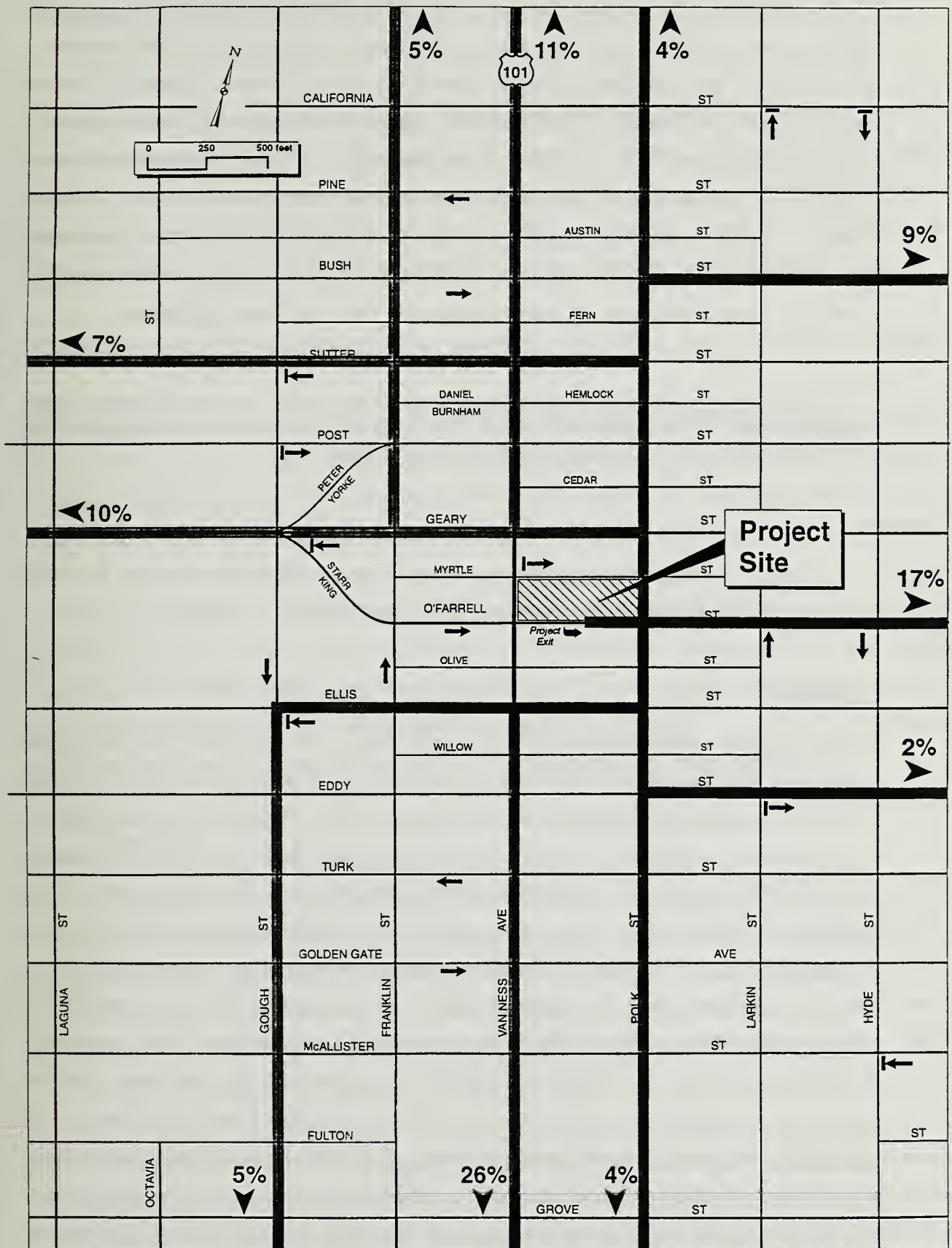
p.m. peak hour conditions, project related traffic would cause the Van Ness/O'Farrell intersections to worsen from LOS D to LOS F, if left unmitigated. With the mitigation measures that would change the signal timing at two intersections (Van Ness Avenue/O'Farrell Street and Polk Street/O'Farrell Street), all the studied intersections would operate at acceptable levels of service, even with the increases in delays due to the addition of project-generated traffic. Without the mitigation measures, all other intersections, besides Van Ness/O'Farrell, would operate at acceptable service levels, even with increases in delays due to the project.

Comment

"Van Ness Avenue (U.S. 101) and Geary Boulevard (Appendix H. Transportation Study): The Existing Weekend PM analysis shows that the queue for the northbound left-turn is at or exceeding the capacity of the left-turn pocket. The additional left-turn movement contributed by this project would significantly spill over to the northbound through lanes. The Year 2005 Cumulative (include project) Weekend PM analysis shows that the northbound left-turn traffic is severely impacting the through movements. Therefore, a mitigation similar to the one provided for the Van Ness Avenue and O'Farrell Street intersection should be considered to alleviate this left-turn queuing problem. The lead agency may want to consider developing a fair share mitigation program to fund the necessary mitigation at the cumulative condition." (Phillip Badal, Caltrans)

Response

The 1000 Van Ness Avenue Mixed-Use Development Transportation Study, prepared by Kolve Engineers, February 14, 1996, and circulated to Caltrans for review and comment shows on C&R Figure 2 on page C&R.28 that the project itself would not add any additional traffic volumes to the northbound left-turn movement at the Geary Boulevard/Van Ness Avenue intersection. Any project-related outbound traffic destined to westbound Geary Boulevard would exit the garage onto O'Farrell Street, proceed eastbound on O'Farrell, turn left onto northbound Polk Street, then turn left onto westbound Geary Boulevard. As such, any spillover into the adjacent northbound through lane at Geary Boulevard/Van Ness Avenue would be the result of background traffic, not project traffic.



Source: Korve Engineering

Case No. 94618E 1000 Van Ness Avenue

VEHICLE TRIP DISTRIBUTION PATTERNS **- Exiting the Project Site**

FIGURE C & R 2

The San Francisco Department of Parking and Traffic (DPT) has recognized the existing spillover effect along the Van Ness Avenue Corridor.¹ In response to these overflows, DPT is proposing to install loop detectors within the existing left-turn pockets at several locations along Van Ness Avenue, including Geary Boulevard and O'Farrell Street to improve traffic flows. The loop detector installed within the left-turn pocket at Geary Boulevard would essentially operate the same way as that proposed for the O'Farrell Street intersection, i.e., extend the green time for the left-turn movement by several seconds, in response to traffic demand. Implementation of these improvements by DPT would alleviate left-turn queuing impacts along the Van Ness Avenue Corridor.

1. Jerry Robbins, Department of Parking and Traffic Memorandum, Van Ness Avenue Traffic Responsive Left-Turn Lanes, July 25, 1995. A copy of the memo is on file for public review at the City Planning Department, 1660 Mission Street, San Francisco.

Comment

"How will the traffic be handled when traffic backs up to Van Ness while checking in to the theater complex, during the showing of blockbuster movies?" (Marvis J. Phillips)

Response

In order to determine whether any backups would occur on O'Farrell Street at the garage entrance, the transportation study for the project included a queuing analysis conducted by the transportation consultant for a conservative, (higher impacts) scenario (weekend p.m. peak hour conditions). In order to conduct a queuing analysis, the type of garage entry control needs to be known (for the 1000 Van Ness Avenue project, two ticket dispensers would be used). Once the type of control is determined, the service rate can be identified. The service rate is the rate (per minute) at which each ticket dispenser can serve the cars arriving at the entrance gate. The peak arrival rate, also used in the queuing analysis, would be the highest rate (per minute) at which cars would be arriving at the entrance gate within the p.m. peak hour. In general, if the service rate would be higher than the arrival rate, no backups would occur since the ticket dispensers would process cars faster than they would arrive. The results of the queuing analysis indicated that the service rate would be higher than the arrival rate for the proposed project garage. For these reasons, back-ups to O'Farrell and Van Ness Avenue are not expected to occur.

TRANSIT

Comment

"On page 9, there is some discussion about MUNI and additional transit trips required. The last sentence indicated that while — in the paragraph, in the second paragraph, there is an indication that the proposed project would generate approximately 460 new transit trips during weekday p.m. peak hour and about 780 transit trips in the weekend p.m. peak hour. There is an indication there would be sufficient capacity to accommodate the additional transit trips.

"I wonder whether this was determined in consultation with MUNI, or how was this determined.

"Although, there is an indication that something like ten lines operate within a block and a half of that site, I would probably think that most of the lines were more lightly used and then a couple of them probably took up the bulk of the transit riders. So I would like a little bit more explanation of the transit impacts." (Jerry Levine, Planning Commission)

"The transit issue was a concern to me also because it was referenced that I guess a light — most of the traffic going to the site will be northbound. And it was — it was said there is already capacity for additional ridership during the peak hour. The times that I have taken, you know, a bus [on] Van Ness Avenue during peak hour northbound there is no — it is standing room only, and even then you [are] squeezing in." (Esther Marks, Planning Commission)

Response

As noted in the response under Local Intersection Traffic above, the EIR transportation impacts analysis is based on assumption and methodology developed by the Planning Department transportation staff, specifically, *Guidelines for Environmental Review: Transportation Impacts, July 1991*. MUNI staff commented on the draft Transportation report for the 1000 Van Ness project, which was circulated to MUNI for its review. MUNI comments were considered in preparing the EIR.

As explained in the EIR on page 84 and noted by the commenter, the project would generate about 460 new transit trips in the weekday p.m. peak hour and 780 new transit trips in the weekend p.m. peak hour. As described in the EIR, these new transit trips

include both inbound and outbound riders: 460 trips means about 230 inbound and 230 outbound; 780 trips equals 390 inbound and 390 outbound trips.

As noted in the EIR on page 84 and summarized here, transit lines serving the site were aggregated into three existing transit corridors (Geary Street/O'Farrell Street, Post Street/Sutter Street and Van Ness Avenue) in order to estimate the number of transit trips per corridor. Based on this aggregation, it is estimated that a maximum of about 80 project-related transit trips would be added to the Van Ness Avenue corridor in the peak (northbound) direction during the weekday p.m. peak hour. During the weekend p.m. peak hour, it is estimated that a maximum of about 135 project-related transit trips would be added to the Van Ness Avenue corridor in the peak direction. The other two corridors would have fewer additional project-related transit trips than the Van Ness Avenue corridor, about 45 project-related trips to the Geary Street/O'Farrell Street corridor during the weekday p.m. peak hour and 75 during the weekend p.m. peak hour, and about 20 project-related trips to the Post Street/Sutter Street corridor during the weekday p.m. peak hour and 35 in the weekend p.m. peak hour.

Riders would not be concentrated on a single line, in a single direction, at one time. The estimated project demand was distributed among the 11 existing transit lines that serve the project area. This distribution was made not on average basis (that is, the same amount of demand for each line), but rather on trip distribution patterns provided by the City Planning department and MUNI. Based on the peak ridership information obtained from MUNI the analysis concluded there would be sufficient capacity within each corridor to accommodate the additional transit trips generated by the project.

The EIR used a corridor analysis because while it can be projected that future transit riders would travel within certain corridors, it is not possible to predict accurately which individual lines riders would use. For example, it may be assumed that if a rider desired to take one line that was operating at or above capacity, he/she might change to another line within the same corridor that was operating at, or below capacity. The corridor analysis gives a more accurate prediction of overall MUNI operations than would a line-by-line analysis.

In the case of the 1000 Van Ness Avenue project, riders could choose different lines within the three corridors, or could choose among the corridors. For example, if the Geary/O'Farrell lines were more crowded, a rider might choose to walk one and one-half to two and one-half blocks north to the parallel cross-town lines on Post and Sutter Streets; these lines are generally less crowded than the 38-Geary and Geary express lines on Geary and O'Farrell. Similarly, some might choose to take the 19-Polk for some distance, instead of the Van Ness Avenue lines.

The EIR preparers concluded that MUNI load factors would remain within acceptable ranges.

This does not mean that project impacts would not be perceptible. The project would contribute to crowding at some times, and an individual's experience on certain lines and at certain times could be in apparent conflict with the overall conditions reported. The transit analysis attempted to examine impacts conservatively (greater impacts) and account for day-to-day fluctuations of passenger loads due to seasonal variation, weather conditions, and so on. Thus, an aggregate may not always resemble one person's perception at a given time, but it provides with the most precision, the overall impacts of the proposed project on transit.

Comment

"I don't know if this is appropriate, but this whole transportation issue constantly confuses me: transit first city but everybody always wants plenty of parking in any unit that is developed. You know, we make the statement, but then all of our pressures on any development, whether it is residential housing or retail commercial, we insist on maximum parking spaces. So we send a real mixed message out into the city.

"I would like us to start work on getting that resolved. For instance, with the ball park, they are killing themselves to figure out a way to get people there on public transit. You know, it falls on the citizens of this city if they want a transit first city to start putting their money where their mouth is." (Beverly Mills, Planning Commission)

"Except as you read in the paper, and you have experienced personally, most people feel that, you know, the transit system is not adequate to their need." (Esther Marks, Planning Commission)

Response

The comments exemplify current issues and concerns of the public regarding MUNI service. There is increasing concern about funding for MUNI and the quality of service provided. The issue was a prominent one in the recent mayoral election and is a priority issue of the newly elected Mayor. The extent to which Citywide policies and goals are being met with respect to current overall transit and parking in the City are beyond the scope of the Environmental Impact Report for a single project to resolve. The capacity of MUNI lines generally and the quality of MUNI service is a function of a variety of factors (such as funding mechanisms, ridership, number of drivers, number and maintenance of buses, and so on) that are beyond the scope of an EIR for a single project.

Transit first is a priority City policy. The specific intersection of Van Ness Avenue and Geary Boulevard is a key component of the development of two rail corridors, approved by San Francisco voters for study and development, in the 1989 Sales Tax Expenditure Plan (1989 Proposition B): the Geary Corridor (Priority 1) and the Van Ness Corridor (Priority 3). These transit improvements respond to policies in the Downtown Plan and *Van Ness Avenue Area Plan* of the *Master Plan*. This intersection is also identified as a "Transit Center" in the 1995 update of the Transportation Element of the *Master Plan*, encouraging substantial reliance on transit service and transit-oriented development in the immediate vicinity.

The decision regarding how to apply or resolve *Master Plan* policies for a specific project is different information from disclosure of potential adverse physical impacts. The EIR attempts to disclose the latter, but not resolve the former. That is a decision left for the decision makers and should be made, in part, based upon information regarding impacts from the EIR.

The EIR examines existing conditions and identifies the potential effects that the project would have on the environment when the project would be fully developed and occupied.

The potential effects of the project are also examined for the year 2005 with cumulative conditions.

Comment

"On page 85 the DEIR talks about the MUNI Route #49 and the peak load factor of 1.36 with [a standard] of 1.30. The #49 is a 60-foot long bus. What is the peak load factor for the #42 bus which is a 45-foot bus which used to be a 60-foot long bus? Also on load factors Golden Gate Transit buses run a 1.0 p.m. peak load factor with a standard 1.0 factor." (Marvis J. Phillips)

Response

The peak MUNI load factor of the 42-Downtown Loop is 1.25, lower than the MUNI load factor standard of 1.30 for the MUNI Route # 49. The load factor is determined by the total number of passengers riding a particular line during the peak period divided by the number of seats, and MUNI sets standards for each type of vehicle. Based on information provided by the Golden Gate Bridge Highway and Transportation District, the average p.m. peak load factor for a typical commuter route serving the Van Ness corridor is approximately 0.66 and for a typical bus route, the average p.m. peak load factor is 0.73 (page 14 in the February 14, 1996, Kolve Transportation report for the project). The standard load factor for Golden Gate is 1.0.

Comment

"On page 84 the first line you wrote one Golden Gate bus when there [are] five buses that use Van Ness Ave. There is only one MUNI bus stop in conjunction with the project on Van Ness and one on Polk. Why use MUNI lines and Golden Gate stops?" (Marvis J. Phillips)

Response

Seven Golden Gate Transit Routes serve the project site: Routes 10, 20, 60, 70, 80, 90 and 93, with two stops in each direction within the project vicinity. Transit stops are shown on Figure 12, page 52 in the EIR. Four lines stop in front of the project and six lines stop diagonally from the project on the southwest corner of O'Farrell Street and Van Ness Avenue. Golden Gate transit serves Marin County riders and passengers may not, for example, board in the City in the inbound direction and debark in the City in the

outbound direction. Thus, Golden Gate Transit would only serve the project if passengers rode into the City specifically to use the project, or patronized the project and then boarded to leave the City.

The first sentence in the last paragraph on page 84 is revised as follows (revisions are indicated by strikeout and underline):

"~~Ten~~ Eleven MUNI lines and ~~one~~ seven Golden Gate transit lines stop within one and one-half blocks of the project site."

PARKING

Comment

"The only thing that struck me was the same thing, same [transportation] issues, and in particular the parking. It seems to me this is going to be a huge project, and it is going to generate much more demand for parking. And there is an attitude — excuse me, there is a basic position in this Draft EIR that basically you either find parking at the location or someplace else.

"It is basically proceeding on the basis — well, there seems to be adequate parking around the area based on our survey now, but the question — and it is not clear to me whether the assumption is that the availability of parking is going to remain at the current levels, or whether the conclusion is based on what is going to happen when the thing comes on line. So I would like that clarified as well." (Hector Chinchilla, Planning Commission)

"As to parking in the project, how will the project meet the current parking needs? And how will the project meet the future parking needs?" (Marvis J. Phillips)

"Just the theater complex, you know, they are creating 3,500 seats. And I realize it is not going to be at capacity, you know, all the time or even most. But that's a tremendous number of additional people in that one area." (Esther Marks, Planning Commission)

Response

The EIR discusses parking demand and supply on pages 87 to 89. As described there (EIR page 88, last paragraph), the proposed project would generate a maximum demand for 442 parking spaces (383 for commercial spaces and 59 for residential) during the weekend peak parking demand period (7:30 to 8:30 p.m.). The project would provide a supply of 400 spaces for commercial use and 53 spaces for residential use in separate garages within the project. Thus, the project would have adequate parking for commercial uses and would be six spaces short of maximum residential demand. As discussed in the EIR on page 87, off-street parking supply and occupancy conditions within a two-block radius of the proposed project were surveyed. Occupancy for the private facilities in the area is about 40 percent during the weekday evening and 37 percent during the weekend evening. As for the publicly available off-street parking facilities, occupancy during the weekday and weekend evenings is about 69 percent and 29 percent, respectively. The department assumes that these figures would not dramatically change (i.e., more than 10 to 15 percent) when the project would be fully developed. In general, for the parking analysis as a base condition, on-street parking in the project vicinity was considered in the EIR to be full.

In summary, the project would meet its parking demand for commercial spaces and would have a shortfall of six spaces for its residential demand during the peak demand period. Drivers would park on-site or off-site in off-street facilities. If they chose to park on-street, they would have to park farther from their destination or they could change travel modes, for example, to transit. The movie theater operators would offer validation which could increase the use of project parking by theater patrons.

As the third commenter observes, not all 3,500 theater seats would be occupied at all times.

MITIGATION MEASURESComment

"Van Ness Avenue (U.S. 101) and O'Farrell Street: We concur with the proposed mitigation stated on page 101 of the DEIR. It states that the Van Ness Avenue/O'Farrell Street intersection

would be modified to include the installation of a southbound left-turn green arrow that would clearly indicate when a protected left-turn movement would be allowed." (Phillip Badal, Caltrans)

Response

The comment is acknowledged, and requires no further response.

ALTERNATIVES

Comment

"In Alternative 'C' on pages 112 to 116, The Housing Map on page 113 shows that there is no Retail Parking and that the Housing part of the plan does not meet the code for Parking for the residential housing without offering any solution to the parking problem either now or in the future. How would Alternative 'C' meet the parking conditions of the future?" (Marvis J. Phillips)

Response

Alternative C on pages 112-116 in the DEIR would contain about 7,500 sq.ft. of retail space and about 190 units of housing. The code requirements for such an alternative would be 15 spaces for retail and 190 spaces for residential uses for a total of 205 spaces. About 210 parking spaces would be provided which would be adequate to meet the code requirements for this alternative.

Comment

"The Landmarks board may find that building on top of an existing landmark building is not within the correct uses of a landmark building and what would the Alternative be in Alternative 'C' if no building extension was allowed on the top of this project. How can you provide sun to an open space if the building shades the open space?" (Marvis J. Phillips)

Response

The assumptions are made for Alternative C that the two additional floors of 12 penthouse units would be set back on all sides so they would not be visible from the street and would not detract visually from a Landmark-designated building. The LPAB has approved such additions to buildings of historic and architectural merit in the past. The alternative would require a Certificate of Appropriateness for alternations to a City Landmark and

could be disapproved. The primary open space for the alternative (approximately 7,000 sq.ft. proposed in a courtyard between the U-shaped building as shown in Figure 17, page 113 in the EIR) would be shaded most of the time except mid-day in the summer months by the surrounding building.

ISSUES CONSIDERED IN THE INITIAL STUDY

FIRE SAFETY

Comment

"Also, my biggest concern has always been fire department access and egress. Matt [Matt Field, project sponsor representative] and I talked about a couple ways of doing this. One is called Murphy ladders, which are attached to the I am talking about fire, because it is not mentioned too much in the draft.

"That Murphy ladder you can attach to the underneath part of a window sill, open the window, drop out the ladder and climb down that way. The Van Ness side of the building does not have direct fire department access by ladder due to the Van Ness wires overhead. So, that's one way they can get out on the Van Ness side of the apartments. The second means of egress is by the Murphy ladder." (Marvis Phillips)

Response

Fire safety is discussed in the Initial Study on page A.35 in the EIR. The project would comply with the *San Francisco Fire Code* and would develop an evacuation and emergency response plan for project residents and patrons. The proposed project would meet fire and safety code requirements. Occupants are required to use the emergency exits provided in case of fire. Individual residential tenants would elect to purchase and use a Murphy ladder at their own risk.

WIND

Comment

"I do have a question, then, about the wind factor. I think a project of this bulk obviously has to have an — even though it was, you know, casually mentioned or referred to in the text, I really do not feel it has been addressed.

"I also, though, do have a question on page 116 in the alternative of the smaller project. On the last sentence you have exceptions to the *City Planning Code* would also be required from bulk, wind and rear yard requirements. What are the wind requirements?" (Esther Marks, Planning Commission)

"Is your question what are the appropriate or tolerable wind speeds?" (Susan E. Lowenberg, President, City Planning Commission)

"Yes. What are going to be the exceptions? When you say the exceptions to the city planning codes . . . ?" (Esther Marks, Planning Commission)

Response

The wind impacts of the project are discussed on pages A.22 and A.23 in the EIR. Wind tunnel tests were conducted for the proposed project.¹ Twenty-six test points in pedestrian areas were studied for the four prevailing wind directions: northwest, west-northwest, west, and west-southwest. These wind conditions are the most common in San Francisco, and are therefore the most representative for evaluation. Existing winds range from 7 to 17 m.p.h. The windiest areas around the site are in front of the project site on Van Ness Avenue (12 m.p.h.), on the northeast and southeast corners of O'Farrell Street and Van Ness Avenue (17 and 15 m.p.h., respectively) the northwest and northeast corners of O'Farrell and Polk Street (12 m.p.h. and 13 m.p.h., respectively) and on Myrtle Street (13 m.p.h. at two measurement locations). Seven points exceeded the pedestrian criterion. None of the measurement points were found to exceed the 26 m.p.h. hazard criterion.

Wind speeds with the project would range from 6 to 17 m.p.h., about the same range as existing conditions. Compared with the existing setting, the wind environment for the

proposed project would result in a decrease in wind speeds at 13 locations, an increase at 7 locations and no change at 6 locations. There are no locations that would exceed the 26 m.p.h. equivalent wind speed hazard criterion with the project.

Overall, four of the total 26 tested locations around the proposed project would experience winds exceeding the 11-m.p.h. pedestrian-comfort criterion, three fewer than under the existing conditions. Locations of this exceedence would continue to be on Van Ness Avenue in front of the project (12 m.p.h.), on the east side of the Van Ness Avenue and O'Farrell Street intersections (17 and 15 m.p.h., respectively) and on Myrtle Street (12 m.p.h. next to the Richelieu Hotel).

City Planning Code Section 243 (9)(A) states that new buildings and additions to existing buildings in the Van Ness Special Use District shall be shaped, or other wind baffling measures shall be adopted, so that the development will not cause year-round ground level wind currents to exceed the comfort level of 11 m.p.h. equivalent wind speed in areas of pedestrian use. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement. An exception from ground level wind current standards would be sought by the project sponsor in accordance with *City Planning Code Section 243 (9)(A)* because while the project would reduce winds at 13 locations, and would reduce the number of locations exceeding the 11 m.p.h. criteria from 7 to 4 locations overall, it would cause winds to newly exceed the comfort criterion at those four locations. The project would not cause winds at any of the test locations to exceed the 26 m.p.h. hazard criterion.

The alternative described on page 116 in the EIR would be a smaller development than the project. Although a wind tunnel analysis was not conducted for this alternative, the assumption is made that if the addition were to be 100 feet tall, an exception to the *City Planning Code* for wind would probably be required and a wind tunnel analysis would be necessary.²

1. Don Ballanti, Certified Consulting Meteorologist, *Wind Tunnel Analysis for the Proposed 1000 Van Ness Avenue Project*, August 1995. This report is available for public review at the City Planning Department, 1660 Mission Street, San Francisco.

2. Don Ballanti, telephone conversation May 9, 1996.

Comment

"Why was the wind discussed in the Initial Study and omitted from the DEIR? Why was the wind study map omitted from the DEIR?" (Marvis J. Phillips)

Response

The topic of wind is included in the EIR in the Initial Study as an appendix. As noted in the Initial Study on page A.23 of the EIR, it was determined that the wind effects of the proposed project would not be expected to be significant. Therefore, the topic of wind was focused out of the EIR. The entire wind tunnel study which contains a map showing test point locations is on file and available for public review with the City Planning Department.

NON-EIR ISSUES

PROJECT APPROVAL

Comment

"I am a North of Market Planning Coalition (NOMPC) zoning committee member. I am also Department of Public Works block captain in the Tenderloin. I am speaking today as a block captain because the NOMPC Planning Board has not made a decision on this matter as of yet.

"My comments are, one, I am in favor of this project. I have done site review with Matt Field [project sponsor's representative] who is the architect on it. I think it is a good project. The building is built well enough to sustain this type of construction. I am an architect, structural design draftsman, so I understand design work. Back wall is indicated in your — I don't know if you have it, but it is designed to be taken out. You can see if you look at the wall, there is a brick wall, brick columns attached to concrete columns holding up the building. So, the wall is designed to be immediately removed." (Marvis Phillips)

Response

The comment is noted and no further response is necessary. For the reader's information, the EIR discusses the east wall, to be demolished, in relation to the rest of the Landmark on page 47.

D. STAFF-INITIATED CHANGES AND ERRATA

Comment

"Also in the DEIR, it should be noted that on page A.47, the page number referenced for the location of Tables C-1 and C-2 are incorrect. Table C-1 is on page A.48, Table C-2 is on page A.49. The same is true on page A.50. Table C-3 is on page A.51 and Figure C-1 is on pages A.52 and A.53." (Phillip Badal, Caltrans)

Response

On page A.47 of the DEIR, the following changes are made:

first paragraph, line 9, change "(page A.52)" to "(page A.48)"
second paragraph, line 8, change "A.53)" to "A.49)."

On page A.50 of the DEIR, the following changes are made:

second paragraph, line 6, change "(page A.55)" to "(page A.51)"
second paragraph, line 8 change "(pages A.56 and A.57" to "(pages A.52 and A.53)"

Errata

Page 6, last paragraph, line 2, change "added to" to "replicated on."

Page 9, last paragraph, line 1, change "641" to "678."

Page 9, last paragraph, line 6, change "188" to "225."

Page 14, last paragraph, line 4, delete "and Caltrans", change "approvals" to "approval."

Page 21, Figure 1, map on upper right of page, change "Post Street" to "Sutter Street" and "Sutter Street" to "Post Street."

Page 31, last paragraph, line 8, change "41" to "3" and "12" to "50."

Page 51, second paragraph, line 2, change "ten" to "eleven."

Page 88, Table 8, change the code requirement for parking from "12" to "50" and change the total of code requirements from "641" to "678."

Page 88, Table 8, Note f replace "For RC-4 Districts, 1 space/4 dwelling units ($50 \div 4 = 13$)" with "For VNSUD District, 1 space/1 dwelling unit ($50 \div 1 = 50$)."

Page 88, first paragraph, line 3, change "641" to "678", and "188" to "225."

Page 88, first paragraph, line 5, change "41" to "3."

Page 88, first paragraph, line 6, change "12" to "50."

Page 101, third full paragraph (mitigation measure), line 5, delete "and Caltrans", and change "aprovals to approval"

XI. APPENDICES

Appendix A: Initial Study

Appendix B: Architectural Resources

Appendix C: Transportation

Appendix D: Air Quality

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: December 15, 1995

Lead Agency: City and County of San Francisco, Dept. of City Planning
1660 Mission Street - 5th Floor, San Francisco, CA 94103

Agency Contact Person: Carol Roos **Telephone:** (415) 558-6389

Project Title: 94.618E: 1000 Van Ness Avenue Mixed-Use Development/Theater Complex

Project Sponsor: BBP/Van Ness L.P.

Project Contact Person: Matt Field, BBP/Van Ness L.P.

Telephone: (415) 896-6100

Project Address: 1000 Van Ness Avenue and 901 Polk Street, at O'Farrell Street

Assessor's Block and Lots: Block 715, lots 2 and 5

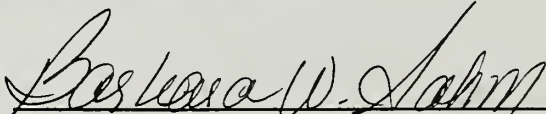
City and County: San Francisco

Project Description: The proposed project would be an adaptive reuse of the Landmark 1000 Van Ness Avenue building and at 901 Polk Street the demolition of the existing building and the construction of a new building. The project would create a mixed use development totalling about 424,700 sq.ft. as follows: A cinema complex of 14 theaters with a total of about 3,500 seats; about 450 parking spaces of which 50 would be for residents; a health club containing about 35,300 sq.ft.; approximately 18,100 sq.ft. of retail shops; about 6,400 sq.ft. of restaurant space; and about 53 residential units. The existing one-story, 16,000 sq.ft. building on Polk Street would be replaced with a 130 ft.-tall structure containing 226,000 sq.ft. All parking would have ingress and egress from O'Farrell Street. Residents would use a separate entrance and exit on O'Farrell Street. The project requires a zoning change to allow theater use on upper floors on Polk Street, a Certificate of Appropriateness for alterations to a City Landmark, Conditional Use authorization as a Planned Unit Development (including modification of bulk requirements, rear yard, and parking requirements), and an exception under the VNSUD wind controls.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: January 4, 1996.

An appeal requires: (1) a letter specifying the grounds for the appeal,
(2) a \$206.00 filing fee.



Barbara W. Sahm
Environmental Review Officer

1000 VAN NESS AVENUE MIXED-USE DEVELOPMENT/THEATER COMPLEX
INITIAL STUDY
94.618E

I. PROJECT DESCRIPTION:

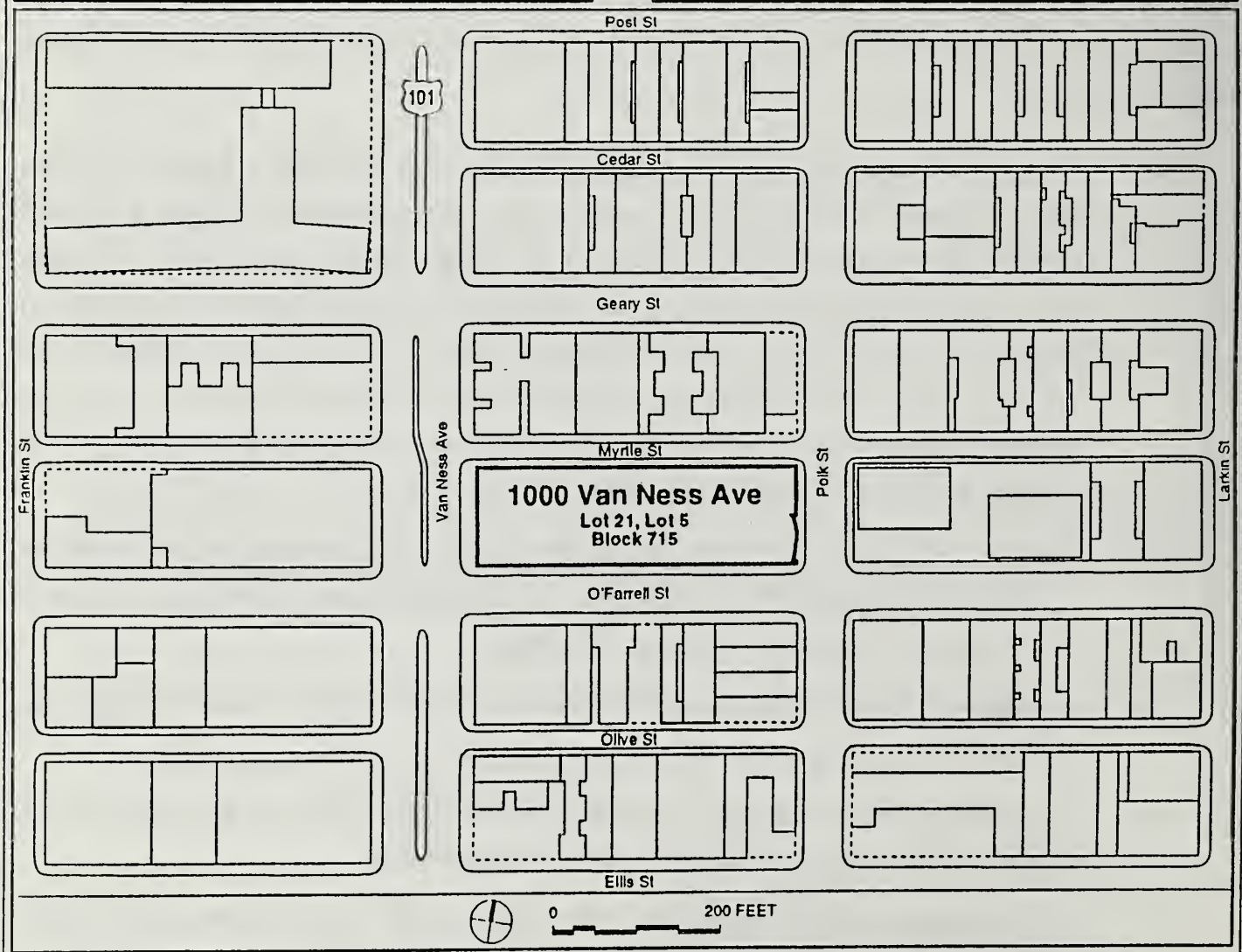
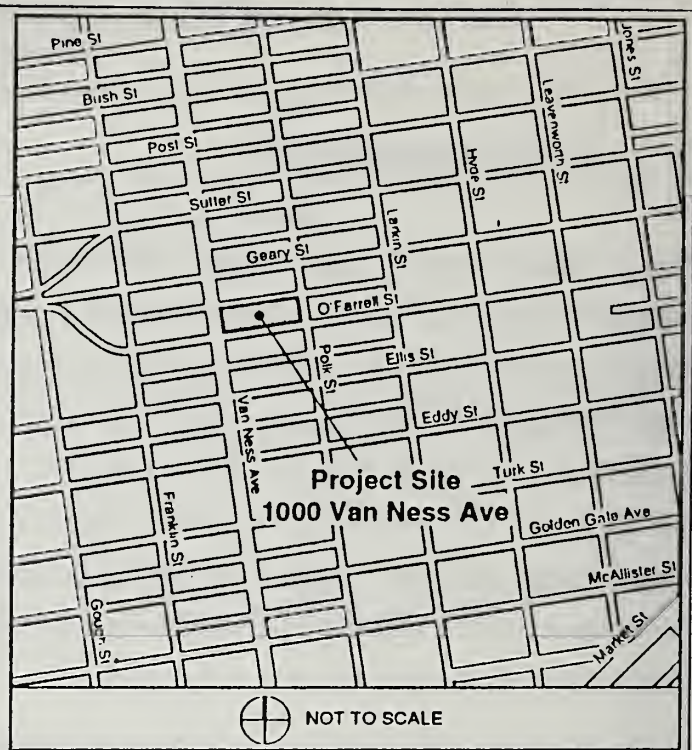
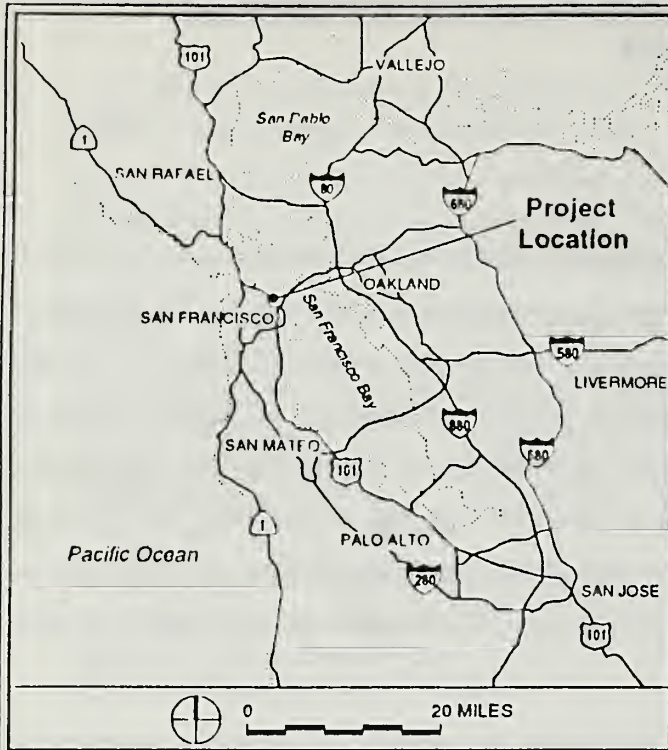
The proposed project would create a mixed use development with a multi-cinema theater complex, residential units, retail uses, a health club and a parking garage on the half-block bounded by Van Ness Avenue, and O'Farrell, Polk and Myrtle Streets (Figure 1, page 3). The project would rehabilitate, including exterior and interior alterations to, the 130-foot high, eight-story, 208,000-square-foot Landmark building at 1000 Van Ness Avenue, and demolish a 16,000 sq.ft. building and construct a new 226,000-sq.ft., 130-foot high structure on the lot at 901 Polk Street (Figure 2, page 4). Excavation would occur only at the 901 Polk Street site for an approximately 138,200 sq.ft. subterranean and above-grade garage with theaters above. The project would include the parking garage and about 267,100 sq.ft. of theaters, shops, health club and residential units totalling about 424,700 sq.ft.

The project site is approximately 46,000 sq.ft. in area in Assessor's Block 715. The specific uses in the project include the following (the total project square footage includes 34,000 sq.ft. of mechanical space and common areas):

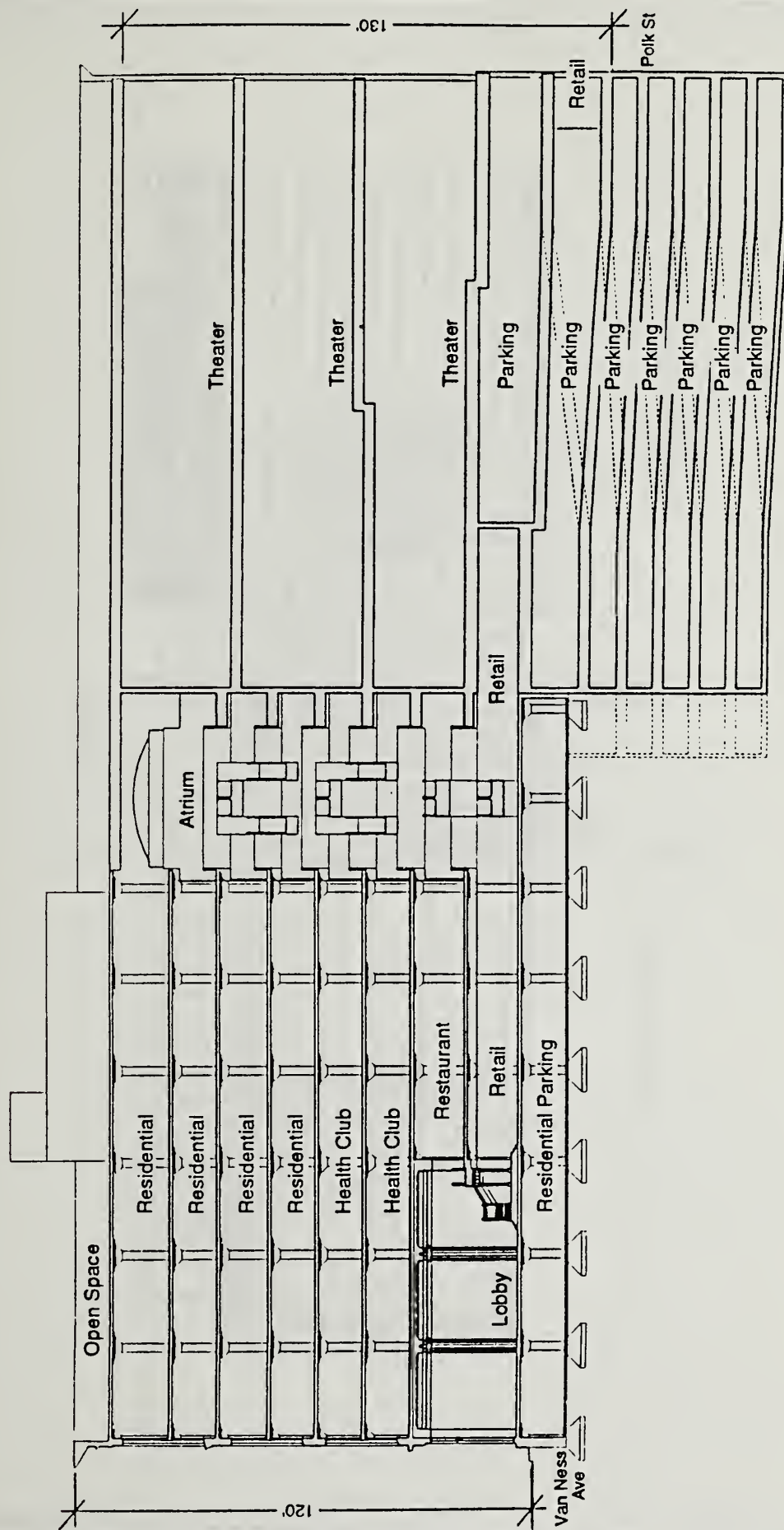
- The **cinema theater complex** would contain 14 separate theaters in the new building on Polk Street ranging from about 80 to 400 seats for a total of approximately 3,500 seats (in about 94,800 sq.ft., Figures 3 and 4, pages 5 and 6). Theater patrons would enter the complex from the main entrance on Van Ness Avenue through the historic auto showroom/lobby or from the parking garage. Ticket purchase would occur at a box office in the showroom/lobby. After ticket purchase, patrons would proceed up high speed escalators, located in a new 110-foot high atrium in the 1000 Van Ness Building, to the three levels of theaters in the new building (Figure 2 page 4).
- There would be one level of approximately 16,600 sq.ft. of **retail space** on the ground level in the 1000 Van Ness Avenue building and extending to the new building, and 1,500 sq.ft. of neighborhood commercial space on Polk Street.
- A **restaurant** containing about 6,400 sq.ft. would be on the mezzanine level of the 1000 Van Ness building.
- A commercial **health club** open to the public containing about 35,300 sq.ft. would be on the third and fourth levels in the 1000 Van Ness Avenue building.
- The **residential** portion of the project, in the 1000 Van Ness Avenue building, would contain about 53 units in approximately 75,400 sq.ft. on the fifth to eighth levels. As currently

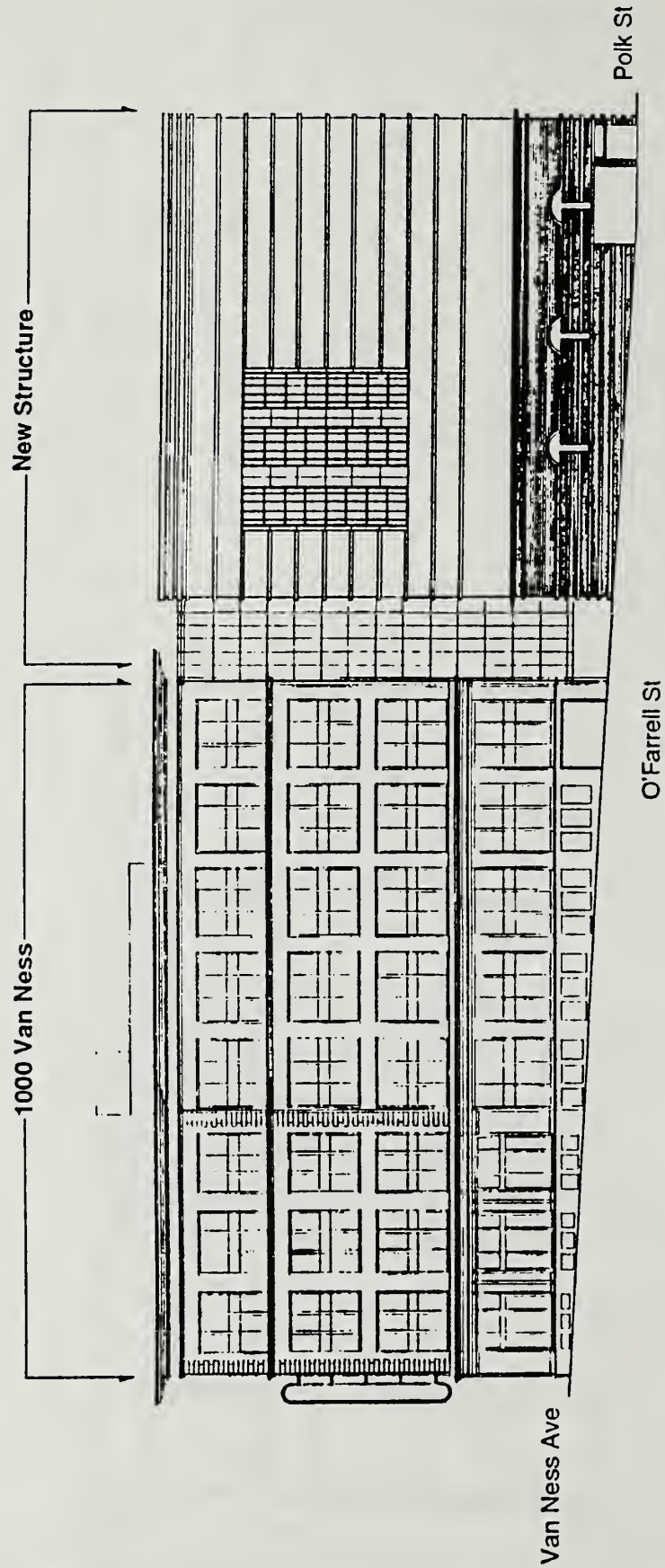
REGIONAL LOCATION

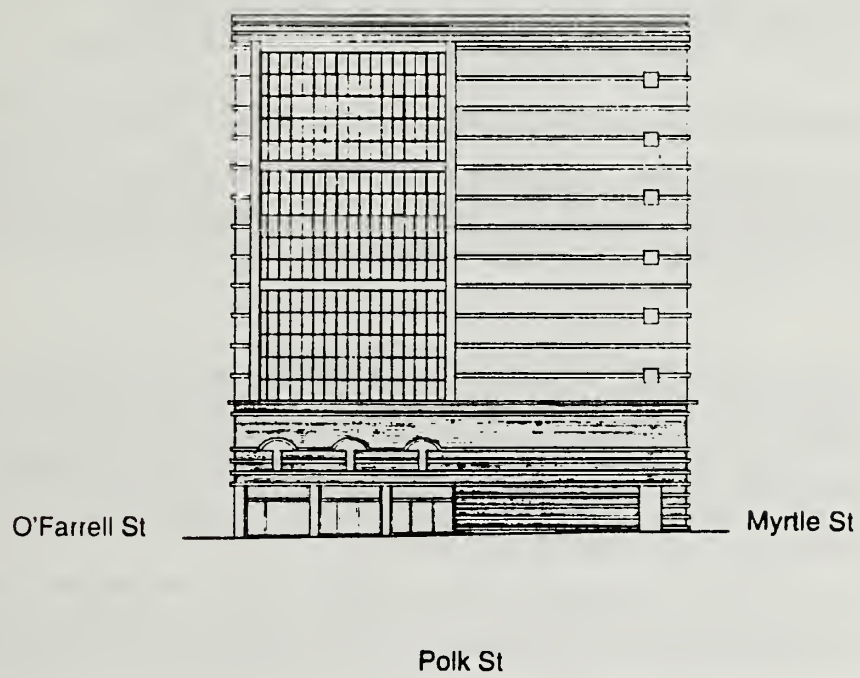
FIGURE 1



Source: Daring Associates







proposed, there would be about 13 studios (each about 575-750 sq.ft. in area), 30 one-bedroom units (about 850-1,250 sq.ft.) and 10 two-bedroom units (950-1,300 sq.ft.). Residents would have access to the units in a separate entrance on Myrtle Street.

- There would be about 3,100 sq.ft. of **open space** for residents on the roof of the 1000 Van Ness Building.
- A 400-space **parking garage** would be constructed on seven levels in the new Polk Street Building (in approximately 138,200 sq.ft.), of which five levels would be below the Polk Street grade. The commercial garage would have ingress and egress on O'Farrell Street, and there would be control and metering systems to ensure maximum efficiency. A residential garage would contain 50 spaces (19,400 sq.ft) in the basement of the 1000 Van Ness Building and would have a separate entrance and exit on O'Farrell Street.

There would be one loading space for the project on Myrtle Street. There would be white curb drop-off spaces for residents on Myrtle Street. The present bus stop would continue on Van Ness Avenue in front of the project, and white curb drop-off space for project patrons would be added between Myrtle Street and the red bus zone.

The site contains a former auto sales, showroom and service building, known as the Don Lee Showroom, at 1000 Van Ness Avenue, City Landmark 152 and a Significant Building in the Van Ness Avenue Plan, and a former auto sales and showroom building with rooftop parking on Polk Street. Both structures have been vacant; 1000 Van Ness is in interim use as a campaign headquarters. The KFRC radio station was also located in the 1000 Van Ness Avenue Building from 1926 to 1957. The project would retain the existing main lobby with minor alterations, and would restore the building's historic facade including the windows doors and replacement of the cornice.

The project would reuse or replace about 224,000 sq.ft. of existing vacant space (208,000 sq.ft. at 1000 Van Ness Avenue of which 9,400 sq.ft. would be demolished, and 16,000 sq.ft. at 901 Polk Street which would also be demolished) with a total of 424,700 sq.ft. (including 198,600 sq.ft. at Van Ness Avenue and 226,100 sq.ft. at 901 Polk Street), a net addition for the entire site of about 200,700 sq.ft.

Project construction would take approximately 18 months. The total construction cost is estimated at \$20,000,000. The project sponsor is the 1000 Van Ness Avenue Associates, and the project architects are Field Paoli and David Baker Associates.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 1000 Van Ness Avenue Mixed-Use Development/Theater Complex project is examined in this Initial Study to identify potential effects on the environment. Some potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR). These potential effects include effects to architectural and historic resources, effects related to transportation issues, transportation-related air quality, and shadow. For informational purposes, the EIR will also discuss land use and relationship of the proposed project to the *Master Plan* and the *Planning Code*.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential effects were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR:

Land Use: While the proposed project would change and intensify the land uses on the project site, the proposed uses would be similar and compatible with uses on Van Ness Avenue and Polk Street.

Urban Design: The proposed new building on the 901 Polk Street site would be of comparable scale, proportion, and massing to the existing 1000 Van Ness Building and would use exterior finish materials intended to be compatible with the landmark. The project's new construction in relation to the landmark will be discussed in the architectural and historic resources sections in the EIR.

Glare: The project would not use mirrored glass. Exterior lighting would be directed or shielded to prevent glare on adjacent properties and streets.

Population: The project site is currently vacant and no tenants would be displaced. There would be an intensification of use on the site. Following project completion, it is estimated that approximately 216 people would be employed on the site, plus residents. There could be up to a maximum of approximately 4,300 people patronizing the theaters, health club and retail uses in the project during certain peak times. While noticeable to immediately adjacent neighbors, this increase would not substantially increase the existing areawide population.

Noise: After completion, building operation including project-related activities and project-related traffic would not perceptibly increase noise levels in the vicinity. Some increase in noise and vibration could be expected during construction. The project would be required to comply with the San Francisco Noise Ordinance during construction and regarding mechanical equipment noise.

Air Quality and Wind: Construction activities could cause a temporary violation of ambient air quality standards in the site vicinity. A measure to mitigate potentially significant air-quality impacts associated with excavation and construction activities is included as part of the project. (See page 40). Wind tunnel testing indicated that the project would not substantially increase or alter existing winds, and would not cause winds to exceed the hazard criterion.

Utilities/Public Service: The project would increase the demand for public utilities and services, but not in excess of amounts expected and provided for in the area.

Biology: The project site is almost entirely covered by impervious surfaces and is within an urban area which has been intensively developed since the late-nineteenth century. No rare or endangered plants or animals could be affected by the project.

Geology/Topography: A soils investigation was conducted on a portion of the project site. Detailed foundation and related structural design studies would be prepared by a California-licensed engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction of the project.

Water: The project site is almost entirely covered by impervious surfaces, and the project would be designed to improve existing drainage conditions on the site. Dewatering might be required for project construction, and project construction would be subject to requirements of the City's Industrial Waste Ordinance.

Energy: The project would be constructed to comply with performance standards of Title 24 of the California Code of Regulations, regarding energy conservation.

Hazards: The project would alter portions of the existing structure at 1000 Van Ness Avenue that include asbestos-containing materials and such materials could exist in the building to be demolished at 901 Polk Street. The project sponsor would be required to comply with applicable regulations regarding the removal and disposal of asbestos containing materials. These regulations and procedures, established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance. Prior use of the site included auto repair. Potential hazardous wastes associated with prior uses were investigated and mitigation measures are included in the project (See pages 40 and 41) that would reduce any remaining potential contamination to a level of insignificance.

III. ENVIRONMENTAL EVALUATION CHECKLIST

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	<u>N/A</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the <i>City Planning Code</i> or Zoning Map, if applicable.	<u> </u>	<u> X </u>
2.* Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u> </u>	<u> X </u>

The *City Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. The project is being proposed as a Planned Unit Development (PUD) under section 304 of the *City Planning Code*. Consideration of a project as a PUD is permitted for sites greater than one-half acre in size. Planned Unit Developments require Conditional Use authorization from the City Planning Commission, including a public hearing, pursuant to Section 303 of the *City Planning Code*.

The project site is within two zoning districts: 1000 Van Ness Avenue is within an RC-4 (Residential Commercial combined: High Density) Use district, the Van Ness Avenue Special Use district (VNSUD) and a 130-V Height and Bulk district; and 901 Polk Street is within an NC-3 (Moderate Scale Neighborhood Commercial) Use district and 130-E Height and Bulk District. Residential, retail, multi-cinema and parking uses are considered principal permitted uses under RC-4/VNSUD zoning. The project would require a zoning change to allow theater use above the second floor (not permitted with NC-3 zoning) on the Polk Street portion of the site. The project sponsor would request that the City Planning Commission approve a zoning map change extending the Van Ness SUD zoning to Polk Street. Final approval of the map change by the Board of Supervisors would be required.

The project would be 130 feet tall at 1000 Van Ness Avenue, and 130 feet tall at 901 Polk Street and thus would be within the allowable height limits for the site. The site slopes downward to the east such that the roof of the existing Polk Street structure becomes at grade at the west part of the site.

The project would require an exception to Section 243 (c)(9) of the *City Planning Code*, reduction of ground level wind currents in the VNSUD.

As discussed above, the proposed project would involve alterations to a Landmark building and would

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

therefore require a Certificate of Appropriateness pursuant to Section 1006.2 of the *City Planning Code*. Applications for a Certificate of Appropriateness in cases involving construction require approval by the City Planning Commission, following review and a recommendation by the Landmarks Preservation Advisory Board (LPAB). Review by the LPAB includes a public hearing.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. The City's Master Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The EIR will include major *Master Plan* policies that are pertinent to the project.

The City Planning Commission must certify the EIR for the project prior to any approval actions being taken. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA) or adopting any zoning ordinance or development agreement, the City Planning Commission is required to find that the project complies with the requirements of Section 101.1 of the *City Planning Code* (Proposition M), including consistency with the *Master Plan*. As described above, the project would require a zoning change, Conditional Use authorization as a Planned Unit Development, including modification of bulk requirements, rear yard, and parking requirements; an exception to wind requirements; a Certificate of Appropriateness; and demolition and building permits from the Department of Building Inspection. Approvals necessary for the project and the relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

1. <u>Land Use</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Disrupt or divide the physical arrangement of an established community?	<u> </u>	<u> X </u>	<u> X </u>
b. Have any substantial impact upon the existing character of the vicinity?	<u> </u>	<u> X </u>	<u> X </u>

The proposed project would rehabilitate (including exterior and interior alterations) the existing eight-story, 130-ft.high 1000 Van Ness Avenue Building, demolish the existing one-story building with rooftop parking at 901 Polk Street and construct an eight-story, 130-ft high building. Because the project would be accomplished within the existing block and street configuration, it could not divide the physical arrangement

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

of an established community.

The project site currently contains a former automobile sales, showroom, and service building at 1000 Van Ness Avenue and a former auto sales and showroom building, use rooftop parking, on Polk Street. The surrounding area is generally a mix of uses, primarily commercial and residential with a number of auto showrooms. Buildings range from about one to more than twelve stories. Uses adjacent to the site include hotel, residential, office, retail/commercial, adult theater, TV studio facilities, auto sales and showroom and parking. Most uses include full lot coverage.

The replacement of vacant auto sales and services space by a multi-cinema complex, retail, residential, health club uses and increased parking, would be a change in use of the site. The proposed change and intensification of use of the site would be noticeable especially in the near vicinity, and would change the character of the site which is vacant and unused now. From a larger perspective, the proposed uses would be similar to existing uses along Van Ness Avenue. The uses proposed with the project would be consistent with Section 243(b), Van Ness Special Use District, Purposes, that establishes zoning requirements for Van Ness Avenue. For this reason, the proposed project could not have a substantial impact on the existing character of the vicinity. Physical impacts of the proposed intensification of use, primarily transportation and air quality, will be discussed by topic in the EIR.

Although the potential effect of the project on land use and on the neighborhood character of the Van Ness Avenue, Polk and O'Farrell Street Area requires no further analysis for CEQA purposes, it will be discussed in the EIR for informational purposes.

2. <u>Visual Quality</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Have a substantial, demonstrable negative aesthetic effect?	___	<u>X</u>	<u>X</u>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	___	<u>X</u>	<u>X</u>
c. Generate obtrusive light or glare substantially impacting other properties?	___	<u>X</u>	<u>X</u>

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the relative merit of any proposed project. The current proposal is no exception, and although the project sponsor has indicated that the new building proposed at 901 Polk Street is intended to complement the adjacent Landmark building in terms of organization, scale, and materials, others may feel differently upon

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

studying the design proposal. Due to these potential differences of opinion, significant adverse effects related to design are limited to those which could have "substantial" and "demonstrable" negative aesthetic effects.

In the case of the proposed project, in the opinion of the Planning Department staff, no significant aesthetic or urban design impact would occur, and design considerations are left to the decision makers who must decide whether to approve or disapprove the proposed project. During the decision making processes, more details about the final design proposal are typically available to the public and to decision makers than are normally available during environmental review. Aesthetic and design features of the project may therefore be more fully considered and commented on at that time. In the current case, the design of the project would be considered in the course of the Conditional Use and Certificate of Appropriateness processes. Architectural information about the proposed project, as it refers to the 1000 Van Ness Landmark Building, will be discussed in the EIR (See Cultural Resources, page 36, below).

The EIR will describe features of the project design, as developed at the time of DEIR publication, for informational purposes.

The primary scenic views currently available to the public in the vicinity of the project site are the public-rights-of-way which allow vistas of the City in several directions. The heights of surrounding buildings limit views outside of these rights-of-way. The proposed project would not intrude on any public right-of-way. The 1000 Van Ness portion of the project would be within the existing building envelope. Views of the 901 Polk Street portion of the project site would change with the addition of the 130 foot building. Private views from buildings which currently face Myrtle Street looking south would be obstructed by the proposed project building, and longer range private views could also be affected to some degree. While the project would obstruct some private views, it would not block scenic views now available to the public. Views require no further analysis and will not be discussed in the EIR.

The project would comply with City Planning commission Resolution 9212 which prohibits the use of mirrored or reflective glass. The project would not use mirrored glass, would not include exterior lighting in excess of amounts common and accepted in urban areas, and would direct exterior lighting to minimize glare on neighboring buildings or streets; it could not, therefore, generate obtrusive light or glare substantially impacting other properties. Glare requires no further analysis and will not be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

3. <u>Population</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Induce substantial growth or concentration of population?	___	<u>X</u>	<u>X</u>
b.* Displace a large number of people (involving either housing or employment)?	___	<u>X</u>	<u>X</u>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	<u>X</u>	<u>X</u>

A portion of the 1000 Van Ness building is being used as a campaign headquarters, an interim use. Otherwise, the project site is currently vacant and there is no other authorized use of the existing structures. Following project construction, the daily population of the site would include employees, theater patrons, health club users, retail customers, residents and their guests, and users of the parking garage. The increase in population would be noticeable and would probably be localized in the project area, but would not substantially increase the existing area-wide population. The majority of persons on the site would be visitors (patrons, customers) and the maximum number would not be reached at all times. Physical environmental effects of this increase in population on the site will be addressed in the EIR by topic, primarily in the areas of transportation and air quality.

A maximum use of the project could involve about 215 employees (126 for the theater, 32 for health club, 24 for retail, 25 for the restaurant, 3 for the parking garage, 3 for maintenance and 2 for the residential units), approximately 3,500 cinema patrons (maximum use for all theaters), about 72 retail patrons, approximately 127 restaurant customers, about 282 users of the health club and 85 to 103 residents;¹ a total of approximately 4,300 people at maximum use of the project which would be expected to occur during a time when "blockbuster" movies are featured on a holiday or weekend afternoon/early evening.

The proposed project would contribute 53 residential units to the city housing supply, and would not displace any existing dwelling units. It is anticipated that the new employment opportunities would be filled by the existing labor pool and would not, therefore, create a substantial new demand for additional housing in San Francisco.

NOTES - Population

¹ Matt Field, BBP/Van Ness L.P., *Employment Projections Table and Projected Peak Occupancy Table, September 18, 1995*, on file for public review with the City Planning Department, 1660 Mission Street. Emmett Albergotti, AMC corporation. San Francisco City Planning Department *San Francisco Atlas, October 1991*. In the Van Ness Corridor, the 1990 Census persons per household average ranged from 1.6 to 1.93. City average was 2.29.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

4. <u>Transportation/Circulation</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	<u>X</u>	<u> </u>	<u>X</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u>X</u>	<u> </u>	<u>X</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	<u>X</u>	<u> </u>	<u>X</u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	<u> </u>	<u>X</u>

The proposed project would feature a parking garage for 400 vehicles. A separate garage in the existing basement of the 1000 Van Ness Building would contain 50 spaces for residential use. Vehicular access to the site would be from O'Farrell Street where all vehicles would enter and exit the parking garage, with commercial and residential parking having separate access. The building would be serviced from Myrtle Street where there would be one loading space. The project would cause an increase in area traffic, transit and parking demand. The EIR will discuss potential effects of the project related to traffic and circulation, transit, and parking. Potential traffic impacts during construction will also be discussed in the EIR.

5. <u>Noise</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Increase substantially the ambient noise levels for adjoining areas?	<u>X</u>	<u> </u>	<u>X</u>
b. Violate Title 24 Noise Insulation Standards, if applicable?	<u> </u>	<u>X</u>	<u>X</u>
c. Be substantially impacted by existing noise levels?	<u> </u>	<u>X</u>	<u> </u>

The noise environment of the site, like much of San Francisco, is dominated by vehicular traffic noise, including trucks, cars, MUNI buses and emergency vehicles. The nearest sensitive receptors to the project site are three buildings across Myrtle Street immediately north of the project (the 5-story Richelieu Hotel located at the northeast corner of Van Ness Avenue and Myrtle Street, a 64-unit, 7-story Ashlee Suites apartment building, and the 7-story Super 8 Hotel), the 12-story Trinity Tower apartment complex located on Polk Street between Myrtle Street and O'Farrell Street, and the KRON-TV station directly to the west of the project across Van Ness Avenue. Noise measurements were taken to quantify existing noise levels at the sensitive receptors.¹ Traffic on Van Ness Avenue was the major noise source measured. The maximum noise level of 75 dBA was generated by a bus on Van Ness Avenue, and the average noise level was 66 dBA.²

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Noise levels measured adjacent to the apartment building and the Super 8 Hotel on Myrtle Street, across from the project site, ranged from 57 to 73 dBA with an average level of 62 dBA. The dominant noise source was traffic on Polk and Van Ness. The maximum noise level at 73 dBA was generated by a car driving down Myrtle Street.

Noise levels measured outside of the Trinity Tower apartments overlooking on the project site on the east across Polk Street, ranged from 61 to 80 dBA with an average level of about 67 dBA. The major noise source at this location was traffic on Polk Street.

Noise measurements in front of the project site on Van Ness Avenue ranged from 63 to 85 dBA with an average level at 72 dBA. The maximum noise level of 85 dBA was generated by a bus on Van Ness Avenue.

Based on the measurements of the average noise level during the daytime in this area and an inspection of the window types in the vicinity of the site, the interior noise levels in these buildings can be calculated. The average daytime noise level inside all of the sensitive receptors noted above with the windows closed is about 41 to 42 dBA, which is considered quiet. Maximum levels are in the range of 50 to 55 dBA, considered normal level for a private business office.

Construction Noise - Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. The construction period, including demolition and grading would last approximately 18 months, the noisiest period would be the first eight months.³ The demolition of the 901 Polk Street Building, the removal of the east wall of the 1000 Van Ness Building, the shoring with piers of the east foundation of the 1000 Van Ness building, and the excavation of the site (from the east edge of the 1000 Van Ness Building to Polk Street) to 50 feet below grade would take about two months. Erection of the new building steel frame would consume about three months and the exterior finish (skin or siding) would take about three months. The proposed building at 901 Polk Street would be supported on spread footings founded at shallow depth: pile driving would not be required.

Project construction would increase noise levels in areas surrounding the project site. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. Throughout the construction period there would be truck traffic to and from the site, hauling away excavated materials, or delivering building materials.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 ft. from the source. Impact tools (eg. jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Department of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works. No evening construction activity is proposed for the project.

Noise levels greater than 60 dBA can interfere with normal speech and concentration. Noise levels greater than 70 dBA would require office workers to close windows or shout to communicate. General stress reaction has been observed in humans exposed to brief sounds of 75 dbA.⁴ At noise levels of 85 dBA, normal conversation is extremely difficult, and sleep or rest virtually impossible. High noise levels can also lead to physiological effects, such as elevated blood pressure.⁵

To estimate probable noise impacts, this analysis assumes typical equipment and construction techniques. Table I on the following page (page 18) shows typical exterior noise levels associated with the different phases of construction at a distance of 50 feet from the construction activity. The construction of the new building on the eastern half of the site would generate more noise than the rehabilitation and alteration of the 1000 Van Ness Building.

Based on this table, the average noise level inside the rooms with windows closed in the Richelieu Hotel facing the site (across from the 1000 Van Ness building which would be remodeled and not demolished) would be as high as 64 dBA which would interfere with normal speech and concentration. Noise levels inside the twelve apartments (the Ashlee Suites) and the twenty-four rooms in the Super 8 Hotel, facing Myrtle Street and the portion of the project site that would be excavated and a new building constructed, would be as high as 69 dBA. Noise levels inside the Trinity Towers on Polk Street would be as high as 64 dBA during portions of the construction activity. In the buildings along Van Ness Avenue, interior noise levels would be about 59 dBA within a radius of 100 feet from the project site. Maximum instantaneous noise levels could be as much as 10 - 15 dBA higher. All these noise levels would be high enough to interfere with indoor activity in the hotel rooms and apartment buildings in the vicinity of the site. Occupants would find the noise levels annoying and disruptive. Noise levels would be higher than they typically are during the daytime on the order of 20 to 25 dBA. Since construction would occur during the daytime, a time at which the hotels would not be expected to be at their maximum occupancy, the impact on these buildings would be less than on the apartment buildings. Construction noise levels in the commercial buildings along Van Ness Avenue would not be noticeably higher than everyday daytime noise generated

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

TABLE 1: TYPICAL COMMERCIAL/INDUSTRIAL CONSTRUCTION NOISE LEVELS AT 50 FEET FROM THE SOURCE

Construction Phase	Estimated Duration of Phase (weeks)	Average Noise Level (dBA)
Demolition, ground clearing and excavation	8	89
Foundations and erection of structural steel	12	87
Exterior finishing	12	89
Source: Bolt, Beranek and Newman, 1977, page 20, <i>Noise from Construction Equipment and Operations, Building Equipment and Home Appliances</i> , U.S. Environmental Protection Agency and Jim Washburn, DPR Construction, Inc., construction manager, telephone conversation, April 17, 1995.		

by traffic on Van Ness Avenue.

As noted above, the project would not include pile driving and its associated noise and vibration. Since no piledrivers would be used on the project, vibration levels are not expected to be more than barely noticeable at any of the buildings around the project site. Given the distance from the construction site to the KRON-TV studios across Van Ness Avenue, there would be no noticeable vibration due to construction activity at this location.⁶

In summary, during the majority of construction activity, noise levels would be above existing levels in the project area. There would be times, particularly during the early stages, when noise would interfere with indoor activities in the apartment units and occupied hotel rooms closest to the site. These impacts would be temporary in nature and limited to the approximately 18-month period of construction, primarily during the first eight months. Construction noise would be reduced by requiring shielding and muffling of construction equipment. Stationary noise sources would be fully enclosed, with openings baffled and located so that they face away from residential uses. Noise would be further reduced by the barriers (eg. a 12-foot high solid plywood fence) erected by the project sponsor around the project site which would reflect or absorb noise at street level and for first- or second-floor residential/hotel units. The residential/hotel buildings surrounding the project site are 7- to 12-stories in height, however, and barriers would not be effective in reducing noise inside the upper floors of these buildings. Further reduction of construction noise levels could be done at the affected buildings. Storm windows installed over the existing

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

windows or replacement of existing windows with sound-rated windows in the residential/hotel buildings could provide an additional 10 dBA of noise reduction. Project construction noise requires no further analysis and will not be addressed in the EIR.

Operational Noise - An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people.⁷ The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable permanent increase in the ambient noise level in the project vicinity during project operation.

Objective 11 of the *Environmental Protection Element of the Master Plan* contains policies related to the compatibility of certain land uses to background noise levels. The Land Use Compatibility Chart for Community Noise (page I.6.17) within Objective 11 indicates that in areas with background noise levels above 65 dBA, for both residential and commercial use (including movie theaters), a detailed analysis of noise reduction measures should be made, and needed noise insulation features included in the design. As part of the final design process, the project sponsor would retain the services of an acoustical engineer who would analyze the noise insulation components. The recommendations of the study would be incorporated into the project.⁸

Title 24 of the California Government Code establishes uniform noise insulation standards for residential projects. The Department of Building Inspection (DBI) would review the final building plans to insure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission.

As noted above, the project would be required to comply with the San Francisco Noise Ordinance, *San Francisco Police Code* 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within the NC-3 and the Van Ness Corridor Special Use/RC-4 Districts (residential/commercial districts). Within NC-3 districts, the ordinance limits equipment noise levels at the property line of affected property to 70 dBA between 7:00 a.m. and 10:00 p.m. and 60 dBA between the hours of 10:00 p.m. and 7:00 a.m. Within the Van Ness Special Use District, RC-4 district controls prevail and limit fixed noise sources to 60 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from 10:00 p.m. to 7:00 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 55 dBA. Each theater would contain special noise insulation features to prevent any noise leakage from theaters (both between the separate theaters and between the theaters and the other project uses, particularly residential).⁹ As equipment noise would be limited to 55 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

areas; operational noise requires no further analysis and will not be discussed in the EIR.

NOTES - Noise

¹ Illingworth & Rodkin, Inc., Acoustical Engineers, 1000 Van Ness Avenue Construction Noise and Vibration Study, August 24, 1995. Rich Illingworth, letters to During Associates September 8, 1995 and September 27, 1995. The report and letters are available for public review in the project case file at the Planning Department, 1660 Mission 5th Floor, San Francisco. Noise measurements were taken on Friday, April 21, 1995.

² dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

³ Jim Washburn, project contractor, DPR Construction, Inc., telephone conversation, April 17, 1995.

⁴ The Central Institute for the Deaf, *Effects of Noise on People*, U.S. EPA, 1971.

⁵ Cohen, Sheldon et al., *Cardiovascular and Behavioral Effects of Community Noise*, American Scientist, Volume 69, October 1981.

⁶ *Opt cit.*, Ellingworth and Rodkin.

⁷ See *Downtown Plan EIR*, Vol. 1, Section IV.E generally and pp. IV.J.8-18. Increases of one dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (*National Academy of Sciences, Highway Research Board, Research Report. 117 (1971)*). (See also *FHWA Highway Traffic Noise Prediction Model, Report #FHWA-RD-77-108, December 1978, p. 8*, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people.)

⁸ Matt Field, project manager, BBP/Van Ness L.P., telephone conversation, December 13, 1995.

⁹ Matt Field, project manager, BBP/Van Ness L.P., telephone conversation February 6, 1995.

6. <u>Air Quality/Climate</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<u>X</u>	<u> </u>	<u>X</u>
b.* Expose sensitive receptors to substantial pollutant concentrations?	<u> </u>	<u>X</u>	<u>X</u>
c. Permeate its vicinity with objectionable odors?	<u> </u>	<u>X</u>	<u> </u>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>X</u>	<u> </u>	<u>X</u>

Air Quality - Two types of air quality impacts could be expected from the proposed project: long term impacts related to use and operation of the project and short-term impacts from construction. Project-specific as well as cumulative traffic increases can be expected to contribute to existing air pollution near the project site.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects which the District considers capable of producing air quality problems.

The project would relate to three different threshold categories: Number of residential units, number of vehicle trips and number of parking spaces. Projects with less than 300 apartments, 2,000 daily vehicle trips and 250 parking spaces are generally considered exempt from review.¹ The proposed project would have 53 residential units which is beneath the threshold value; however, about 450 parking spaces are proposed and more than 2,000 daily vehicle trips would be generated by the project which would exceed the threshold. Therefore, the project would require review under the BAAQMD regulations. The District's concern with the proposed project would be related to vehicular emissions of pollutants resulting from trips to and from the project and potential contribution to curbside exceedance of the state and federal 8-hour carbon monoxide (CO) standard along Van Ness Avenue. The potential air quality impacts of project-related automobile emissions during project operation will be discussed in the EIR.

Regarding construction air quality, excavation and construction activities could temporarily affect local air quality in the vicinity for a period of 8 months, causing a temporary increase in particulate dust and other pollutants. Dust emission during excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 feet. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communications equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates, would require covering soil and other materials, would require the covering of debris, soil and other material being hauled from the site, and would require street sweeping around the construction site at least once per day. (See mitigation measure 1, page 40.)

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions. (See mitigation measure 1, page 40.) This measure would reduce potential construction air quality impacts to a level of insignificance. Temporary construction-related air quality effects require no further analysis and will not be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Shadow - The proposed new building on Polk Street would be approximately 130 feet tall and could increase the amount of shadow on area streets and sidewalks at certain times of the day and year.

Section 295 of the *City Planning Code* was adopted in response to Proposition K (passed in November 1984 in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year around. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the City Planning Department and project generated shadow could potentially reach Sergeant John Macaulay Park, a Proposition K protected property (a copy of this analysis is available for public review at the City Planning Department). The EIR will discuss potential shadowing impacts of the project on sidewalks and parks.

Wind - Wind conditions partly determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, tall buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. In order to provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of proposed buildings. Section 243(9)(A) of the *City Planning Code* establishes equivalent wind speed (as defined in the Code) in the Van Ness Special Use District of 7 miles-per-hour (M.P.H.) and 11 M.P.H. as comfort criteria for public seating and pedestrian use areas, respectively, and 26 M.P.H. (hourly averaged) equivalent wind speed as a wind hazard criterion. New buildings and additions to buildings may not cause ground-level winds to exceed the comfort levels more than ten percent of the time year-round between 7:00 A.M. and 6:00 P.M., nor reach the hazard level for a single hour of the year. If existing wind speeds exceed the comfort level, new buildings and additions must be designed to reduce ambient wind speeds to meet the requirements. An exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind baffling measures cannot be adopted without unduly restricting the development potential of the building site in question. There is no allowable exception to the hazard criterion.

Wind-tunnel tests were conducted for the proposed project.² Twenty-six pedestrian areas were studied for the four prevailing wind directions: northwest, west-northwest, west, and west-southwest. These wind conditions are the most common in San Francisco, and are therefore the most representative for evaluation.

Existing winds range from 7 to 17 M.P.H. The windiest areas around the site are in front of the project on Van Ness Avenue (12 M.P.H.), on the northeast and southeast corners of O'Farrell Street and Van Ness

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Avenue (17 and 15 M.P.H., respectively) the northwest and northeast corners of O'Farrell and Polk Street (12 M.P.H. and 13 M.P.H. respectively) and on Myrtle Street (13 M.P.H. at two measurement locations). None of the measurement points were found to exceed the 26 M.P.H. hazard criterion.

Wind speeds with the project would range from 6 to 17 M.P.H. Compared with the existing setting, the wind environment for the proposed project would result in a decrease in wind speeds at 13 locations, an increase at 7 locations and no change at 6 locations. There are no locations that would exceed the 26 M.P.H. equivalent wind speed hazard criterion.

Overall, there are four of the total 26 locations around the proposed project that would experience winds exceeding the 11-M.P.H. pedestrian-comfort criterion, three fewer than under the existing conditions. These locations continue to be on Van Ness Avenue in front of the project (12 M.P.H.), on the east side of the Van Ness Avenue and O'Farrell Street intersections (17 and 15 M.P.H., respectively) and on Myrtle Street (12 M.P.H. next to the Richelieu Hotel). An exception from ground level wind current standards would be sought by the project sponsor in accordance with *City Planning Code Section 243 (9)(A)* because while the project would reduce winds at 13 locations, and would overall reduce the number of locations exceeding the 11 M.P.H. criteria from 7 to 4 locations, it would newly cause winds to exceed the comfort criterion at those four locations. The project would not cause winds at any of the test locations to exceed the 26 M.P.H. hazard criterion. The private open space on the roof would be shielded by the existing ten-foot parapet and with appropriate placement, these open space areas would be expected to have winds below the 7 M.P.H. seating criterion.³

In view of the above, wind effects of the proposed project would not be expected to be significant. This topic will not be discussed in the EIR.

NOTES - Air Quality/Climate

¹ BAAQMD *Air Quality and Urban Development*, November 1985. Table III-A-1: *Calculated Thresholds for Submission of Environmental Documents to BAAQMD*.

² Don Ballanti, Certified Consulting Meteorologist, *Wind Tunnel Analysis for the Proposed 1000 Van Ness Avenue Project*, August 1995. This report is available for public review at the City Planning Department, 1660 Mission Street, San Francisco.

³ Don Ballanti, op.cit. Letter December 14, 1995. This letter is available for public review at the Department of City Planning, 1660 Mission Street, San Francisco.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

7. <u>Utilities/Public Services</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Breach published national, state or local standards relating to solid waste or litter control?	___	<u>X</u>	___
b.* Extend a sewer trunk line with capacity to serve new development?	___	<u>X</u>	___
c. Substantially increase demand for schools, recreation or other public facilities?	___	<u>X</u>	___
d. Require major expansion of power, water, or communications facilities?	___	<u>X</u>	<u>X</u>

The proposed project would increase demand for and use of public services and utilities on the site and increase water and energy consumption, but not in excess of amounts expected and provided for in this area. The proposed project's potential effect on utilities and other public services requires no further analysis and will not be discussed in the EIR.

8. <u>Biology</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	<u>X</u>	<u>X</u>
b.* Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	<u>X</u>	___
c. Require removal of substantial numbers of mature, scenic trees?	___	<u>X</u>	___

The project site is mostly covered with impervious surfaces and is located within an urban area which has been intensively developed since the late-nineteenth century. No plants or animals could be affected by the project. No further analysis is required and this topic will not be included in the EIR.

9. <u>Geology/Topography</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	<u>X</u>	<u>X</u>
b. Change substantially the topography or any unique geologic or physical features of the site?	___	<u>X</u>	___

A geotechnical study has not yet been conducted for the project. Some geotechnical data is available for the site, however, as a result of hazards investigations (three borings and soils analyses to twenty feet in

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

depth below the site and two borings and groundwater analyses to a depth of about sixty feet)¹. This information is sufficient to determine the structural feasibility of the project and to develop preliminary construction methods. A detailed geotechnical report would be prepared by California-licensed geotechnical engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding excavation and construction for the project.²

The project site slopes down from Van Ness Avenue to Polk Street between 132 and 111 feet above San Francisco Datum (SFD), (or about 20 feet).³ Soils at the site are composed of fine- to medium-grained sand to a depth of about 20 feet, dense to very dense sand to about 45 to 50 feet and clayey sand down to the depth explored (about 60 to 65 feet below the surface).⁴ Groundwater occurs between 45 to 62 feet below grade.⁵

Excavation for the new structure at 901 Polk Street which would contain theaters above grade and five parking levels below grade would be conducted to a depth of about 50 feet below the existing ground surface at Polk Street. About 42,000 cubic yards of material would be excavated.⁶ Dewatering could be required during excavation, particularly if excavation were to occur during the wetter, winter months, but would not be expected to cause settlement of adjacent buildings. A spread footing foundation is proposed which would be set in the dense sand to clayey sand below the site which is sufficiently strong to support the proposed structure.⁷ This type of foundation would provide resistance to lateral and uplift forces (both wind and seismic).⁸ There would be no pile driving.

Detailed foundation and related structural design studies would be prepared for the project by a California-licensed structural engineer and reviewed by a California-licensed geotechnical engineer. The final, more detailed investigations would determine the actual design parameters and construction methods to be followed. The building contractor must comply with the *San Francisco Building Code* and the Excavation Standards of the California Occupational Safety and Health Agency during excavation and shoring. The final plans would be reviewed by the Department of Building Inspection (DBI), as part of the permit review process.

Any groundwater encountered during construction of the proposed project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings (including 1000 Van Ness Avenue on the site) and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor groundwater and potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

Shoring and underpinning would be required to retain excavated slopes and adjacent structures during construction. Soldier piles with tie-backs and lagging⁹ would probably be used to retain slopes around the site.¹⁰ The soldier piles would be placed in drilled holes and none of the excavation shoring would require pile driving.¹¹ A conventional wood and steel support system would probably be constructed to secure the adjacent 1000 Van Ness Avenue building during excavation of the 901 Polk Street site. A final decision as to shoring and protection of the 1000 Van Ness Avenue building would be made based on the recommendations of the structural and geotechnical engineers and their final report. The building contractor must comply with the *San Francisco Building Code* and the Excavation Standards of the California Occupational Safety and Health Agency during excavation and shoring.

There would be more people on the site with the project than with its former and current (vacant) uses; there would be up to a maximum of about 4,300 persons at the site during peak-use times. The project would be constructed to meet the current seismic engineering standards of the *San Francisco Building Code*, which is designed to allow for some structural damage to buildings, but not collapse, during a major earthquake. (See also Mitigation Measure Number 3 for the project's emergency response plan, page 41.) The proposed project would include rehabilitation and alteration of the existing 1000 Van Ness Avenue building, the demolition of the 901 Polk Street building and construction of a new building on the 901 Polk Street property. The new building and the upgraded 1000 Van Ness Avenue building would be more resistant to earthquake damage than are the existing buildings on the project site. Persons using the site after project construction would be relatively safer than those using the site in its present condition in the event of a major earthquake. While the project would expose more persons than at present to earthquake hazards in the project area, the 1000 Van Ness Avenue building would be seismically upgraded and the

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

new building at 901 Polk Street would include earthquake-resistant design and materials. Even though the State Historic Building Code (SHBC) is the prevailing building code for the historic 1000 Van Ness building, both buildings would meet the current seismic engineering standards of the *San Francisco Building Code* (which has adopted the 1991 Uniform Building Code).¹²

In reviewing the final building plans, the Department of Building Inspection refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. The above-mentioned geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, the DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed.

In view of the above, there would not be significant impacts from the project related to geology.

The closest active faults to San Francisco are the San Andreas Fault, about 9 miles southwest of the site; the San Gregorio Fault, about 13 miles southwest of the site; and the Hayward and Calaveras Faults, about 15 and 30 miles east of the site, respectively. The project site is not in a Special Geologic Study Area as shown in the Community Safety Element of the San Francisco Master Plan that indicates areas in which one or more geologic hazards exists. The project area would experience very strong ground-shaking in a major earthquake (Intensity Level C, masonry badly cracked with occasional collapse. Frame buildings lurched when on weak underpinning with occasional collapse).¹³ The site is not in an area of liquefaction or subsidence, nor is it within an area of potential tsunami or flooding.

The *Van Ness Avenue Plan EIR* discussed cumulative seismic impacts for the plan area (which includes the project site) and is incorporated herein by reference.¹⁴ In summary, most of the Van Ness Avenue area is underlain by dune sand, which provides moderate to high earthquake stability. Given the soils distribution, the only known geologic hazard in the area associated with earthquakes is ground shaking. According to the *Community Safety Element* of the *San Francisco Master Plan*, the area would generally experience "strong" (between Geary Boulevard and Broadway) to "very strong" ground shaking (north of Green Street and south of Geary Boulevard) in the event of an earthquake similar to the 1906 event in San Francisco. Areas of "strong" ground shaking are characterized by general but not universal fall of brick chimneys and cracks in masonry and brick work. See above paragraph for a description of very strong ground shaking.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Unreinforced brick structures built before 1948 (when the City's first seismic safety requirements were incorporated into the *Building Code*) would be most susceptible to heavy damage or collapse during an earthquake. Properly founded steel-framed buildings constructed to the seismic safety specifications of the *San Francisco Building Code* would suffer the least damage due to ground shaking. *Building Code* specifications prior to 1984 were intended to ensure that buildings conforming to its standards will not collapse in an earthquake of magnitude 7-8 on the Richter Scale, depending on building type and location. Responses of building designed to these standards to an earthquake of magnitude 8.0 or greater is not known.

Ground shaking from earthquakes similar to or smaller than the 1906 event (Richter magnitude 5.5 or greater) could topple unattached interior objects such as bookcases and furniture, and break or dislodge some windows, exterior panels, or cornices. Toppling interior objects could injure residents or workers inside existing buildings; falling windows and facade material would be a hazard to pedestrians and vehicular traffic. Potential danger from aftershocks could cause the City to order some buildings or categories of buildings to be vacated until preliminary assessments of damage and vulnerability to aftershocks can be made by engineers.

A full description of potential effects and emergency response systems associated with a major earthquake are contained in the *Downtown Plan EIR*, which is incorporated herein by reference.¹⁵ In general, it can be expected that communication and emergency access to individuals, and travel to and from the City, could be delayed for up to three days. San Francisco maintains an Office of Emergency Services which is charged with developing and coordinating the implementation of an Emergency Operation Plan and emergency response plans for specific areas or buildings in case of a disaster in the City. The Emergency Operation Plan contains an Earthquake Response Element, which establishes a system of care facilities and communications network.

According to the Van Ness Avenue Plan EIR, cumulative development which could occur under the *Van Ness Avenue Plan* could introduce a resident population of approximately 3,200 and about 1,100 employees into the Van Ness area. This population would be exposed to seismic risk, some degree of which is present in the entire San Francisco Bay region. The nature of the risk for this population and the potential new structures is discussed below. The relative change in risk is unknown because it is dependent on seismic conditions at alternative locations where similar increases in population and employment could be accommodated in the city and/or region if projected development did not occur in the Van Ness area.

According to the Van Ness Avenue Plan EIR, most of the additional population and employment allowable

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

under the Van Ness Avenue Plan would occupy new buildings constructed to comply at least with the standards of the 1979 [now the 1991] Building Code (with seismic amendment) which were adopted in the San Francisco *Building Code* in 1984 [1992]. These Codes are designed to confine earthquake damage to the following levels: 1) in a small earthquake (approximately Richter magnitude 4.5 or less), no structural or non-structural (cladding, windows, etc.) damage would occur; 2) in a moderate earthquake (approximately richter magnitude 4.5-7.0) extensive non-structural damage would occur, but little or no structural damage would occur; 3) in a major earthquake (Richter magnitude 7.0 to 8.3, the largest expected earthquake on the San Andreas Fault), structural damage would occur but there would be no loss of life due to this damage. The third level of damage allows for design and construction of buildings from which considerable amounts of cladding and glass could fall to the streets. This falling debris could result in injury or death to pedestrians on the streets below.¹⁶

Setbacks anticipated to be required in new buildings under the *Van Ness Avenue Plan* could lessen the amount of falling glass reaching sidewalks and streets; instead some proportion of falling glass might be intercepted by setback areas above street level. Buildings under construction would face particular danger due to the unfinished state of fire insulation and unsecured materials above ground level.

Under the *Van Ness Avenue Plan*, designated significant buildings would be encouraged for preservation and re-use. These buildings were constructed prior to imposition of seismic requirements of the *Building Code* and are expected to be more susceptible to ground shaking impacts than new construction in the event of an earthquake. Wood frame buildings, such as the residential structures proposed for preservation, generally withstand ground shaking better than masonry or concrete buildings. Conversion of proposed significant auto showrooms to office and/or retail use, as permitted under the Plan, may trigger building alterations to meet stricter *Building Code* provisions, including increases in number and size of building exits and entrances, sanitary facilities, and fire construction standards. An increase in a building's "live occupancy" (number of people) of ten or more above the maximum occupancy set by the applicable occupancy standard of the Building Code would trigger seismic upgrade.¹⁷ Standards for upgrade are less restrictive than current Building Code requirements for new construction. They would, however, provide increased protection against impacts due to ground shaking.

As discussed above, the project sponsor would follow the recommendations of the final foundation and structural reports regarding any excavation and construction on the site. Both buildings, the 1000 Van Ness Avenue landmark to be rehabilitated and the newly constructed 901 Polk Street building, would meet current seismic engineering standards of the *San Francisco Building Code*.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

No further analysis of geology and seismicity is required in the EIR.

NOTES - Geology/Topography

¹ Ross A. Steenson, Project Hydrogeologist and Jeffrey C. Nelson, Project Manager, Geomatrix Consultants, letter, *Results of Soil Investigation, 1000 Van Ness Avenue, San Francisco, California*, to Cherie D'Andrea, Project Director Hazardous Materials Division - Local Oversight Program, San Francisco Department of Public Health, Toxics, Health & Safety Services, March 14, 1994.

Carl Basore, Principal, and Tom Graf, Principal, Geomatrix Consultants, letter, *Analytical Test Results, Groundwater Sample, 1000 Van Ness*, to Rick Holliday, McKenzie, Rose and Holliday, October 27, 1994.

and,

Geomatrix Consultants, *Boring Log, No.B2*, August 17, 1995.

These letters and the boring log are available at the City Planning Department, 1660 Mission Street, San Francisco.

² Matt Field, Project Manager, 1000 Van Ness Associates, letter to Carol Roos, Office of Environmental Review, Department of City Planning, July 19, 1995. This letter is available for public review at the City Planning Department, 1660 Mission Street.

³ San Francisco Datum establishes the City's "0" point for surveying purposes at approximately 8.6 ft above mean sea level.

⁴ Op. cit., Ross A. Steenson, Project Hydrogeologist and Jeffrey C. Nelson, Project Manager, Geomatrix Consultants, letter, March 14, 1994.

Op.cit., Carl Basore, Principal, and Tom Graf, Principal, Geomatrix Consultants, letter, October 27, 1994.

and,

Op.cit., Geomatrix Consultants, *Boring Log, No.B2*, August 17, 1995.

⁵ Ibid

⁶ Jim Washburn, project contractor, DPR Construction, Inc., telephone conversation May 4, 1995.

⁷ Carl Basore, Principal, Geomatrix Consultants, Inc. telephone conversation, September 14, 1995. Geomatrix is a geotechnical and hazardous materials consultant to the project.

⁸ Steve Tipping, Tipping Structural Engineering, telephone conversation September 12, 1995.

⁹ This shoring system consists of large steel "H"-beams placed vertically in the ground, connected to tie-backs anchored in the side of the excavation site, and wooden boards (lagging) placed between the H-beams to prevent the sides of the excavation from collapsing.

¹⁰ Op. cit. Jim Washburn.

¹¹ If the holes for the soldier piles cannot be drilled due to soil conditions, a vibratory driver would be used. That equipment is unlike a conventional impact driver and does not produce similar noise or vibration (Jim Washburn, project contractor, Op. cit.).

¹² Op.cit. Steve Tipping.

¹³ URS/John A. Blume and Associates, *San Francisco Seismic Safety Investigation, 1974*. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

¹⁴ San Francisco City Planning Department, *Van Ness Avenue Plan Final Environmental Impact Report* Case Number 82.392E/87.586E, Final EIR certified, December 17, 1987; pp.55, 56, 135 and 136.

¹⁵ San Francisco City Planning Department, *Downtown Plan Environmental Impact Report*, EE81.3, certified November, 1985, pp. IV.K.5a to K.9.

¹⁶ *Op. sit.* San Francisco City Planning Department, *Downtown Plan Environmental Impact Report*, p. IV.K.11.

¹⁷ *San Francisco Building Code*, Sections 104 and 502.

10. <u>Water</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Substantially degrade water quality, or contaminate a public water supply?	___	<u>X</u>	<u>X</u>
b.* Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	<u>X</u>	<u>X</u>
c.* Cause substantial flooding, erosion or siltation?	___	<u>X</u>	___

As noted above, the depth to groundwater is approximately 45 to 62 feet below the sloping site surface and may be encountered during excavation (the deepest proposed excavation would be about 50 feet near Polk Street).¹ Groundwater flow may not be affected by the project foundation and it is likely that minimal groundwater draw down could occur during or after construction.² Site dewatering could be required during excavation, however, particularly if that construction activity happens during a wet time of year. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77) requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require water analysis before discharge. If dewatering were necessary, observation wells would be installed around the outside of the excavation to monitor the water level throughout the construction period. Recharge of groundwater could be performed if a substantial drop in water levels took place outside of the excavation.

The project site is currently covered by impervious surfaces. The site would be covered by the new building on the 901 Polk Street location and the 1000 Van Ness building. The project would improve the drainage patterns of the site. Site runoff would continue to drain into the City's combined sanitary and storm drainage system. The project could improve water quality because the rooftop parking on the current site would be eliminated. No further analysis of this topic is required in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

NOTES - Water

¹ Op. cit., Ross A. Steenson, Project Hydrogeologist and Jeffrey C. Nelson, Project Manager, Geomatrix Consultants, letter, March 14, 1994.

Op.cit., Carl Basore, Principal, and Tom Graf, Principal, Geomatrix Consultants, letter, October 27, 1994.

and,

Op.cit., Geomatrix Consultants, *Boring Log, No.B2*, August 17, 1995.

² Carl Basore, Principal, Geomatrix Consultants, telephone conversation, September 13, 1995.

11. <u>Energy/Natural Resources</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	<u>X</u>	<u>X</u>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	<u>X</u>	<u>X</u>

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection.

Energy impacts requires no further analysis and will not be discussed in the EIR.

12. <u>Hazards</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	<u>X</u>	<u>X</u>
b.* Interfere with emergency response plans or emergency evacuation plans?	___	<u>X</u>	<u>X</u>
c. Create a potentially substantial fire hazard?	___	<u>X</u>	<u>X</u>

Asbestos-containing materials are located in the existing buildings on the site (primarily in the basement boiler room of the 1000 Van Ness Building and in insulation materials in the inner lining of a stack on the building roof, and such materials could exist at 901 Polk Street).¹ All friable asbestos would be removed

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

or contained as part of the proposed project. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work. The project sponsor has agreed to provide a copy of this notice to the Department of City Planning, prior to issuance of the permit required for building alterations by the Department of Building Inspection. (See mitigation measure number 2, page 40.)

Notification includes the names and addresses of operations and persons responsible; description and location of the structure(s) including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above. These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

The 1000 Van Ness Avenue portion of the site was formerly used for auto repair work, in addition to auto sales. The 901 Polk Street portion was used for auto sales and parking. For these reasons, a Preliminary Environmental Assessment (PEA, or Phase I assessment) was performed by an independent consultant to assess the history of the site and area, and to evaluate whether soil and groundwater underneath the site had been affected by release of any hazardous substances.² The Phase I report identified hazardous wastes on the site and made recommendations concerning them.

The PEA identified six underground storage tanks (UST's) on, or adjacent to, the site, and a number of

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

hydraulic lifts in the basement of the 1000 Van Ness building. The PEA reported pending removal of the UST's and associated piping; recommended testing of the hydraulic lifts for PCB-containing materials and checking for any leakage into the underlying soils; and remediation if necessary. Subsequently, the six UST's, associated piping, ten hydraulic lifts and hydraulic fluid tanks, and one 500-gallon waste oil tank were removed and groundwater testing was conducted.³ Five 55-gallon drums containing purged groundwater were removed from the site and disposed at an appropriate disposal facility, and the other recommended remedial actions were completed.⁴ No further action related to underground storage tank release is required.⁵

Regarding other potentially hazardous materials on site identified in the PEA, liquid wastes have been removed from the property and disposed of at a permitted waste disposal facility. Batteries, scrap metal and other debris are no longer present on the site, and piping and dispensing equipment associated with overhead reels used for dispensing grease, oil and automatic transmission fluid has been removed.⁶ A small amount of oil and grease which has dripped on the floors of the 1000 Van Ness Building has also been cleaned.⁷ The elevators on the site were determined to use electric overhead traction; they are not hydraulic in nature (hydraulic lifts have the potential to contain PCB's).⁸

Tests were conducted for the presence of lead dust in the two buildings on the project site.⁹ Lead wipe samples taken at 1000 Van Ness Avenue did not show the presence of lead above the detection level of 1 mg/cm². At 901 Polk Street, two of the samples taken (from a water pipe and a paint sample) showed lead above the detection level. Because of the limits of the testing (it is difficult to translate surface dust concentrations, with a detection limit of 1 mg/cm² to ambient air concentrations, with an OSHA inhalation limit for lead dust in air of 0/15mg/m³), a combination of further inspection and testing to insure there would not be a lead dust problem was recommended. The project sponsor has agreed to this measure (Mitigation Measure 3, pages 40 and 41).

Construction of the project would require excavation of approximately 42,000 cubic yards of soil on the portion of the site which is not occupied by the 1000 Van Ness building. In addition, there would be excavation under portions of the 1000 Van Ness building for footings at the elevator, stairs, and under a sheer wall (required for seismic support). The excavated soil would be primarily composed of dune sand and clayey sand. Soil sampling and chemical analysis would be conducted on all soils proposed for excavation (Mitigation Measure 3, pages 40 and 41). If no hazardous materials are identified in the soil proposed for excavation, there would be no restrictions on disposal options for this soil. If some of the soil were classified as a hazardous waste under federal or state regulations, applicable regulations would be followed for treatment and disposal. The method of disposal of excavated soils at an appropriately

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

permitted landfill would depend upon the type and levels of contamination of the soil (Mitigation Measure 3, pages 40 and 41.).

Occupants (residents and patrons) of the proposed project would contribute to congestion if an emergency evacuation of the Van Ness area were required. Section 12.202(e)(1) of the San Francisco *Fire Code* requires that all owners of high-rise buildings (over 75-feet) "*shall establish or cause to be established procedures to be followed in the case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division.*" An evacuation and emergency response plan would be developed as part of the proposed project (see Mitigation Measure 3 on page 41). The project's emergency plan would be coordinated with the City's emergency planning activities. Additionally, project construction would have to conform to the provisions of the *Building and Fire Codes* which require additional life-safety protections for high-rise buildings.

Hazards and fire safety require no further analysis and will not be discussed in the EIR.

NOTES - Hazards

¹ Keith Egan, Program Manager, and Robert H. Cheung Environmental Analyst, ICF Kaiser Engineers, Letter to Bill McNair, Ford Land Development Corporation, December 8, 1992 and Keith Egan, Program Manager, and Robert H. Cheung, Environmental Analyst, ICF Kaiser Engineers, letter to Karen Ellingboe, McKenzie, Ross & Holliday Development, Inc., January 20, 1993. These letters are on file for public review at the City Planning Department, 1660 Mission Street, San Francisco.

² Clement International Corporation, *Preliminary Environmental Assessment of Van Ness Auto Plaza, 1000 Van Ness Avenue*, San Francisco, California, August 11, 1990. This report is available at the City Planning Department, 1660 Mission Street.

³ Clement International Corporation, *Tank Closure Report for the Van Ness Auto Plaza, 1000 Van Ness [Avenue]*, June 17, 1991.

Clement International Corporation, *Report of Supplemental Groundwater Investigation at Van Ness Auto Plaza*, October 8, 1991.

Steven R. Ritchie, Executive Officer, California Regional Water Quality Control Board, letter, October 30, 1991.

Peter Barrett, Clement International Corporation, letter, December 12, 1991.

Keith Egan, Program Manager, and Robert H. Cheung, Environmental Analyst, ICF Kaiser Engineers (parent company of Clement International Corporation), letter to Bill McNair Ford Land Development Corporation, December 8, 1992.

Keith Egan, Project Manager, ICF Kaiser, letter to Eric Pearson, Ford Leasing Development Company, August 5, 1993.

And,

Ross A. Steenson, Project Hydrogeologist and Jeffrey C. Nelson, Project Manager, Geomatrix Consultants, letters to Cherie D'Andrea, Project Director Hazardous Materials Division - Local Oversight Program, San Francisco Department of Public Health, Toxics, Health & Safety Services, December 22, 1993 and March 14, 1994.

These letters are available for public review at the City Planning Department, 1660 Mission Street, San Francisco.

⁴ Op. cit. Keith Egan, Project Manager, ICF Kaiser, letter, August 5, 1993. Jeffrey C. Nelson, P.E., Geomatrix Consultants, Inc, letter to Carol Roos, City Planning Department, June 28, 1995. These letters are on file for review at the City Planning Department, 1660 Mission Street, San Francisco.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

⁵ Cherie D'Andrea, Project Director Hazardous Materials Division - Local Oversight Program, San Francisco Department of Public Health, Toxics, Health & Safety Services, letter August 22, 1994 to Eric Pearson, Ford Motor Land Development Corporation, *Underground Storage Tank (UST) Case Closure, 1000 Van Ness Avenue, San Francisco, LOP Case No. 10202*. This letter is available for public review at the City Planning Department, 1660 Mission Street, San Francisco.

⁶ Op.cit. Keith Egan, Program Manager, and Robert H. Cheung, Environmental Analyst, ICF Kaiser Engineers, letter December 8, 1992, and Keith Egan, letter August 5, 1993.

⁷ Op.cit. Jeffrey C. Nelson, P.E., Geomatrix Consultants, Inc, letter June 28, 1995. The oil and grease that dripped onto the floor was removed during the excavation of the lifts, testing of the soils and repair of the basement floor in the 1000 Van Ness building.

⁸ Op.cit. Jeffery C. Nelson, P.E., Geomatrix consultants, letter, June 28, 1995.

⁹ Op.cit. Keith Egan, Program Manager, and Robert H. Cheung, Environmental Analyst, ICF Kaiser Engineers, letters of December 8, 1992, and January 20, 1995.

13. Cultural - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a.* Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>	___	<u>X</u>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	___	<u>X</u>	<u>X</u>
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	<u>X</u>	___	<u>X</u>

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.¹ In its natural state, the project site was situated on one of the many undulating sand hills that characterized most of San Francisco's original topography. These site hills were probably covered with the same varieties of vegetation found throughout most of the northern San Francisco peninsula; mainly grasses, scrub brush and occasional stands of willows and oak trees.

The marshes of Mission Bay and the shoreline of Yerba Buena Cove were situated about a mile away. Previous research has shown that such environments may have represented favorable sites for a Native American settlement. Several deeply buried, previously unrecorded prehistoric sites have been recently discovered in the general vicinity of the Civic Center area. Although there is no specific evidence to suggest that prehistoric/protohistoric (up to 1775 A.D.) archaeological deposits existed within, or immediately

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

adjacent to the proposed project site, the possibility of encountering such archaeological remains cannot be ruled out.

During the Spanish, Mexican Periods or Early American eras (1776-1848), it is unlikely that there was any regular activity on the project site or its immediate vicinity. The Mission Dolores and the Presidio, the principal centers of activity, were located about 1.5 and 3.5 miles respectively, from the site, and the gradual growth of the settlement of Yerba Buena (later renamed San Francisco) did not encroach upon the project site. Throughout the entirety of the Early Historic Period, the project area remained in a completely natural state.

The project site remained on the outskirts of the expanding City throughout the Gold Rush era (1849 - 1857). The first development on the project site commenced in the late 1860's or early 1870's. The area consisted of scattered buildings, mostly of wood-frame or brick construction, interspersed with an abundance of open areas. There was little grading in and around the project site in the 19th century. During the period of 1880 - 1900, the project area was characterized by two- to three-story brick, concrete and wood-frame buildings that were primarily residential interspersed with neighborhood commercial uses on the ground floor. Alice B. Toklas was born April 30, 1877 on the project site in a Victorian row house on O'Farrell Street where she lived for the first ten years of her life and returned to live there another seven years when she was 20 years old.²

The buildings on the project site were consumed by fire in the 1906 earthquake. Because the area to the west of Van Ness Avenue had mostly been spared destruction in the fire, it became a hub of commercial activity and transformed from a residential to business district. From 1906 to the close of the 1920s, the project site was occupied by a variety of two and three story residential buildings that also contained a number of small business ventures at ground level. The current 1000 Van Ness building, the Don Lee Building was built in 1921 and was designed by Charles Peter Weeks of the firm of Weeks and Day.³ From 1927 to 1957, one of San Francisco's first radio stations, KFRC, had studios on the mezzanine and transmitted broadcasts from two 125-foot towers on the roof.⁴ Don Lee also played a role in the early days of television, although not at this site. The project site was used for automobile sales and service until vacated in 1991.

In summary, while there is a potential for encountering prehistoric/protohistoric archaeological resources at the site, no concrete evidence of such cultural materials was discovered in the cultural resources evaluation of the project. There is little likelihood of recovering cultural resources from the Spanish, Mexican or Early American periods (1775-1848) and there is no firm evidence of any Gold Rush era cultural

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

deposition at the site. It is possible that cultural resources from the City Building and/or later 19th Century eras and from the Great San Francisco Earthquake and Fire of 1906 exist at the site.

Excavation for the project would entail slightly less than half the site (from the east edge of the 1000 Van Ness Building to Polk Street) up to a depth of 50 feet, and about 42,000 cubic yards would be removed. The importance of any uncovered artifacts would be determined on a case-by-case basis. With implementation of mitigation measure 4, pages 41 to 43, the project's potential impact on subsurface cultural resources would be reduced to a level of insignificance. Cultural resources, therefore, require no further analysis and will not be included in the EIR.

The proposed project would rehabilitate (including interior and exterior alterations) the 1000 Van Ness Building, San Francisco City Landmark Number 152, the Don Lee Building, designated July 10, 1982 and subject to the provisions of Article 10 of the *City Planning Code*. The building received a summary rating of "2" on the 1976 City Planning Department's Architectural Survey, and is listed in the Foundation for San Francisco's Architectural Heritage's (Heritage) secondary survey area. The building is also designated a Significant Building in the Van Ness Avenue Plan of the San Francisco Master Plan. Additional information about the building including its architecture and history will be included in the EIR, along with an analysis of the physical changes proposed as part of the project, and their potential to significantly affect the preservation of the Landmark Building. In addition to analyzing physical changes proposed in terms of historic building fabric and historical context, the EIR will consider potential impacts during construction.

NOTES - Cultural

¹ Allen G. Pastron, PhD., *Archival Cultural Resources Evaluation of the Proposed 1000 Van Ness Avenue Development Project, San Francisco, California*, February 1995. This report is available for public review at the City Planning Department, 1660 Mission Street, San Francisco, CA.

² Page & Turnbull, *Historic Building Survey, 1000 Van Ness Avenue, San Francisco, California*, March 15, 1995. This report is available for public review at the City Planning Department, 1660 Mission Street, San Francisco, CA.

³ *Ibid.*

⁴ *Ibid.*

C. OTHER

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval and/or permits from City Departments other than City Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	<u>X</u>	<u> </u>	<u>X</u>

As discussed above, in addition to demolition (901 Polk Street) and building permits from the Department of Building Inspection, the proposed project would require a Certificate of Appropriateness from the City Planning Commission, following review and a recommendation by the Landmarks Preservation Advisory Board; and authorization of a Conditional Use by the City Planning Commission. As noted above, the project would also require a zoning change to allow theater use on upper floors on the Polk Street portion of the site. Rezoning would require approval by the City Planning Commission and the Board of Supervisors and signature by the Mayor. The project would require authorization of a lot merger from the Department of Public Works, Bureau of Engineering. The proposed loading zones (white curbs) would require approval by the Department of Parking and Traffic.

Prior to issuing a Conditional Use authorization or a Certificate of Appropriateness for the proposed project, and in transmittal of a rezoning to the Board of Supervisors, the City Planning Commission is required to find that the proposed project is consistent with the Priority Policies listed in Section 101.1 of the *City Planning Code* (Proposition M).

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT:

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1. Could the project have significant effects if mitigation measures are not included in the project?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	<u> </u>	<u>X</u>	<u> </u>	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also including other measures which would be or could be adopted to reduce potential adverse effects of the project identified in the EIR. The project sponsor has agreed to implement the following:

1. Construction Air Quality: The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. Asbestos Abatement: The project sponsor intends to remove or encapsulate all friable asbestos in the existing buildings on the site in accordance with all applicable local, state and federal regulations. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work. To document the sponsor's compliance with applicable regulations, the Department of City Planning would be provided (by the project sponsor) with a copy of the BAAQMD notice prior to issuance of the permit required for building alterations by the Department of Building Inspection.

3. Hazards: The project sponsor has agreed to prepare a soils investigation report for the project site by a qualified consulting firm (with California-licensed Geotechnical Engineers). As part of the study, the soils would be tested for the presence of any hazardous contamination that might be found at the project site, including PCB-containing materials. In the event that any hazardous wastes are identified which exceed the City, State and Federal standards (including acceptable levels of petroleum hydrocarbons at Class II or III landfills), the project sponsor would agree to implement a Site Mitigation Plan (SMP) prepared by the

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

consultant. The SMP would detail the specific treatment of wastes, including sampling, monitoring and other soil handling procedures to be performed by a licensed contractor in accordance with the State and Federal regulations and the site specific health and safety requirements. The project sponsor could dispose of all the contaminated material in a Class I landfill, or the material could be excavated and systematically resampled on site to separate out soils that are not hazardous for their disposal at Class II or Class III landfills. Remediation of any hazardous contamination that might be found at this property would be, as delegated by the California EPA Department of Toxic Substances Control (DTSC), under the supervision of the San Francisco Department of Public Health (DPH). The SMP would also include implementation of a health and safety plan for workers on the site and a notification on the site for construction workers regarding location and type of contamination present. After the project site has been remediated, the consultant that prepared the SMP would certify that the site is clean and useable for the proposed project.

Further testing for lead dust would be conducted at 1000 Van Ness Avenue by a certified lead inspector and the results used by certified toxicologists to determine if health based risks from exposure to lead dust exist; for 901 Polk, additional samples would be collected and sent to a certified analytical laboratory for analysis, or the building would be inspected by a certified lead inspector. Health and safety measures acceptable to the City Department of Public Health would be implemented prior to any major reconstruction on the site.

In order to reduce potential injury to building occupants during an earthquake or other catastrophic emergency, an excavation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services to ensure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

To expedite implementation of the City's emergency response plan, the project sponsor would prominently post information for building occupants/visitors concerning what to do in the event of a disaster.

4. Cultural Resources: Given the location and depth of the excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. Following demolition of buildings on site but during removal of foundation materials if determined necessary by the archaeologist, as well as during excavation, the archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of the cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report would be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. The Office of Environmental Review shall receive three copies of the final archaeological report.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, alternatives analyzed will include the following:

1. A No Project Alternative in which the site would remain in its existing condition.
2. A Housing Alternative which would examine different amounts and types of housing for the site.
3. A No Exceptions to the Planning Code Alternative which would include no rezoning of the project site or exceptions to the Planning Code.
4. A Reduced Parking and Theater Alternative which would examine a project with fewer parking spaces and theaters.

E. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1.* Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	<u> </u>	<u> X </u>	<u> X </u>
2.* Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<u> </u>	<u> X </u>	<u> </u>
3.* Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u> X </u>	<u> </u>	<u> </u>
4.* Would the project cause substantial adverse effects on human beings,			

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

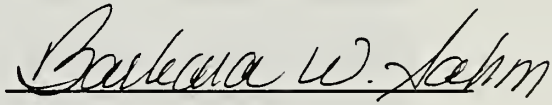
The project would rehabilitate and alter an architectural resource, that is, the Landmark building at 1000 Van Ness Avenue, and would have transportation and related air quality impacts that could be potentially significant. The EIR will consider and evaluate these issues and impacts.

G. ON THE BASIS OF THIS INITIAL STUDY

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



BARBARA W. SAHM
Environmental
Review Officer

for

Lucian R. Blazej
Director of Planning

Date: 12/15/95

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

APPENDIX B: ARCHITECTURAL RESOURCES

The architectural ratings discussed in the text of this report include the results of three separate architectural evaluation surveys: the 1976 San Francisco Department of City Planning Citywide Architectural Survey, the Heritage Survey, and the Unreinforced Masonry Building (UMB) Survey. These are discussed below.

SAN FRANCISCO DEPARTMENT OF CITY PLANNING CITYWIDE ARCHITECTURAL SURVEY

Between 1974 and 1976, the San Francisco Department of City Planning conducted a citywide inventory of architecturally significant buildings. An advisory review committee of architects and architectural historians assisted in the final determination of ratings for the 10,000 buildings, the results of which were entered in an unpublished 60-volume record of the inventory. The rated buildings are also represented on a set of color-coded maps which identify the location and relative significance of each building surveyed. The inventory and maps are on file at the Department of City Planning.

The inventory assessed the architectural significance of the surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included, but historical associations were not considered. Each building was given two numerical ratings, one for architectural quality and one for overall architectural significance, urban design context, and environmental significance. The latter rating is referred to in this report. The ratings ranged from a low of "0" to a high of "5." The architectural survey resulted in a listing of the best 10 percent of San Francisco's buildings. In the estimation of the inventory participants, buildings rated "3" or higher represent approximately the best 2 percent of the City's architecture.

HERITAGE SURVEY

The Foundation for San Francisco's Architectural Heritage, through its consultants, Charles Hall Page & Associates, Inc., conducted an architectural and historical survey of all downtown structures as well as the Van Ness Corridor, South of Market, North of Market, Civic Center, Chinatown, and currently the Richmond District. In 1979, the original inventory results were published in the book *Splendid Survivors* (Foundation for San Francisco's Architectural Heritage, *Splendid Survivors*, California Living Books, San Francisco, 1979). Criteria considered in rating

the buildings for both surveys include Architectural Significance, Historic context and Negative Alterations. Summary ratings from "A" to "D" were assigned to each building on the basis of these scores. The summary ratings, as described on pages 12 and 13 of *Splendid Survivors*, are listed below:

- A. Highest Importance. Individually the most important buildings in downtown San Francisco, distinguished by outstanding qualities or architecture, historical values, and relationship to the environment. All A-group buildings are eligible for the National Register, and of highest priority for City Landmark status.
- B. Major Importance. Buildings which are of individual importance by virtue of architectural, historic and environmental criteria. These buildings tend to stand out for their overall quality rather than for any particular outstanding characteristics. B-group buildings are eligible for the National Register, and secondary priority for City Landmark status.

The Landmarks Preservation Advisory Board does not distinguish between "A" rated and "B" rated buildings for purposes of preservation.

- C. Contextual Importance. Buildings which are distinguished by their scale, materials, compositional treatment, cornice, and other features. They provide the setting for more important buildings and the add visual richness and character to the downtown area. Many C-group buildings may be eligible for the National Register as part of historic districts.
- D. Minor or No Importance. Buildings which are insignificant examples of architecture by virtue of original design, or more frequently, insensitive remodeling. This category includes vacant buildings and parking lots. Most D-group buildings are sites of opportunity.

Not Rated. Buildings which have been built or suffered insensitive exterior remodelings since 1945.

UNREINFORCED MASONRY BUILDING (UMB) SURVEY

In November of 1990, the Landmarks Preservation Advisory Board completed *A Context Statement and Architectural/Historic Survey of Unreinforced Masonry Building (UMB) Construction in San Francisco from 1850 to 1940*. This survey was adopted by the LPAB at its regular meeting of February 6, 1991, and is available at the Department of City Planning and contains ratings for 2,000 buildings citywide. This project was funded in part, through the National Historic Preservation Fund Grant No. 66-89-40107 by the State Office of Historic Preservation.

APPENDIX C: TRANSPORTATION

LEVEL OF SERVICE DESIGNATIONS

Existing and future traffic conditions at signalized intersections within the primary study area have been evaluated using the TRAF-NETSIM Traffic Simulation Model. Conditions at signalized intersections in the secondary study area have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. Both methodologies use the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table C-1

- (page A.48) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method. The TRAF-NETSIM simulation calculates LOS in much the same way, with similar results, but refines the analysis based on signal progression along streets, such as the Embarcadero, and based on spill-back, when queues from one intersection extend back to a previous intersection.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table C-2 (page

- A.49) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

TABLE C-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	Minimal Delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	Acceptable Delays: Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	Tolerable Delays: Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	Significant Delays: Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	Excessive Delays: Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Korve Engineering.

TABLE C-2
ARTERIAL LEVEL OF SERVICE DEFINITIONS BASED ON TRAVEL SPEED

ARTERIAL CLASS	I	II	III
RANGE OF FREE FLOW SPEEDS (mph)	45 to 35	35 to 30	35 to 25
TYPICAL FREE FLOW SPEED (mph)	40	35	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

Level of Service A:	Primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
Level of Service B:	Reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
Level of Service C:	Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.
Level of Service D:	Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
Level of Service E:	Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
Level of Service F:	Extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1980.

Although the two methodologies for calculating the LOS differ, there is usually a good correlation between the LOS calculated using either method of analysis. It is only when high levels of congestion occur that differences between the two methodologies may be more apparent. As an example, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at a LOS F, with poor traffic progression, many signal cycle failures and vehicle delays above 60 seconds per vehicle; however, the v/c ratio could be below one, which would mean a LOS E using the *Critical Lane Analysis* methodology. Conversely, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at LOS D, with an efficient signal progression handling large traffic volumes; however, the v/c ratio could be above 0.9, which would mean a LOS E using the *Critical Lane Analysis* methodology.

PEDESTRIAN ANALYSIS

Pedestrian LOS were calculated using the Pushkarev and Zupan's *Urban Space for Pedestrians* (MIT Press, 1975). For pedestrian crosswalks, pedestrian flow rates, or the number of pedestrians passing a point per unit of time, are the basis for the flow regime designation. The flow rate is calculated using the width of the crosswalk and the number of pedestrians using the crosswalk per peak 15-minute period. Qualitatively, the flow regime indicates the "freedom to

- choose desired speeds and to bypass others." Table C-3 (page A.51) shows the relationship between pedestrian flow rates and the flow regimes (categories) used to describe levels of
- operation. Figure C-1 (pages A.52 and A.53) shows photographs of pedestrian conditions that correspond to the flow regimes.

TABLE C-3
PEDESTRIAN FLOW REGIMEN

FLOW REGIME	CHOICE	CONFLICTS	FLOW RATE (p/f/m) ^a
Open	Free Selection	None	less than 0.5
Unimpeded	Some Selection	Minor	0.5 to 2.0
Impeded	Some Selection	High Indirect Interaction	2.1 to 6.0
Constrained	Some Restriction	Multiple	6.1 to 10.0
Crowded	Restricted	High Probability	10.1 to 14.0
<u>Design Limit - Upper Limit of Desirable Flow</u>			
Congested	All Reduced	Frequent	14.1 to 18.0
Jammed	Shuffle Only	Unavoidable	Not applicable ^b

Notes: ^a p/f/m = Pedestrians per foot of effective sidewalk width per minute.

^b For Jammed Flow, the (attempted) flow rate degrades to zero at complete breakdown.

Source: *Urban Space for Pedestrians*, MIT Press, 1976, Cambridge, MA.

JAMMED FLOW. Space per pedestrian in this view is about 3.8 sq ft (0.35 m²). This is representative of the lower half of the speed-flow curve, where only shuffling movement is possible and even the extremely un-

comfortable maximum flow rate of 25 people per min per ft (82 per m) of walkway width cannot be attained due to lack of space. Photograph by Louis B. Schlivek.



The threshold of **CONGESTED FLOW**. The first eleven people in the view have about 16 sq ft (1.5 m²) per person, corresponding to a flow rate of about 15 people per min per ft (49 per m) of walkway width. The beginnings of congestion are evident in bodily conflicts affecting at least three of the walkers, and in blocked opportunities for walking at a normal pace.



The onset of **CROWDED FLOW**, with an average of about 24 sq ft (2.2 m²) per person, or a flow rate of about 10 people per min per ft (33 per m) of walkway width. Choice of speed is partially restricted, the probability of conflicts is fairly high, passing is difficult. Voluntary groups of two, of which two can be seen in the picture, are maintained, but cause interference. Note also some overflow into the vehicular roadway in the background.



The midpoint of the **CONSTRAINED FLOW** range, with about 30 sq ft (2.8 m²) per person, or a flow rate of about 8 people per min per ft (26 per m) of walkway width. The choice of speed is occasionally restricted, crossing and passing movements are possible, but with interference and with the likelihood of conflicts. The man in the dark suit seems to be able to cross in front of the two women in the foreground quite freely, but in the background near the curb people are having difficulty with passing maneuvers. Case No. 94.618E 1000 Van Ness Avenue

Source: Pushkarev and Zupon

90 Pedestrian Space Requirements



The borderline between IMPEDED and UNIMPEDED FLOW, with about 130 sq ft (12 m²) per person, or a flow rate of about 2 people per min per ft (6.5 per m) of walkway width. Individuals as well as couples visible in this view have a choice of speed and direction of movement. This rate of flow is recommended for design of outdoor walkways in office districts and other less dense parts of downtown areas.



The midpoint of the IMPEDED FLOW range, with about 75 sq ft (6.9 m²) per person, or a flow rate of about 4 people per min per ft (13 per m) of walkway width. Physical conflicts are absent, but pedestrian navigation does require constant indirect interaction with others. This rate of flow is recommended as an upper limit for the design of outdoor walkways in shopping districts and other dense parts of downtown areas.



The uneven nature of UNIMPEDED FLOW. While the people walking in the plaza—which is 17 ft (5.2 m) wide, compared to 23 ft (7 m) in the preceding picture—have almost 130 sq ft (12 m²) per person on the average, the space allocation for the eight individuals in the foreground is closer to 70 sq ft (6.4 m²). Thus, indirect interaction with others is still quite frequent in the upper range of UNIMPEDED FLOW.



Lower range of UNIMPEDED movement, approaching OPEN FLOW. About 350 sq ft (32.2 m²) per person, or a flow rate of less than 1 person per min per ft (3.3 per m) of walkway width. Complete freedom to select the speed and direction of movement; individuals behave quite independently of each other. For a design standard based solely on pedestrian density, this amount of space can be considered excessive.

91 Space Related to Speed and Flow

Source: Pushkarev and Zupon

Case No. 94.618E 1000 Van Ness Avenue

APPENDIX D: AIR QUALITY

TABLE D-1
SAN FRANCISCO AIR POLLUTANT SUMMARY, 1991-1994^b

POLLUTANT	STANDARD	Monitoring Data by Year ^d			
		1990	1991	1992	1993
OZONE (O ₂)					
Highest 1-hr average, ppm ^b	0.09 ^c	0.06	0.05	0.08	0.08
Number of standard excesses		0	0	0	0
CARBON MONOXIDE (CO)					
Highest 1-hr average, ppm	20.0 ^c	12.8	8.0	8.0	7.0
Number of standard excesses		0	0	0	0
Highest 8-hr average, ppm	9.0 ^c	6.5	6.4	5.0	4.4
Number of standard excesses		0	0	0	0
NITROGEN DIOXIDE (NO ₂)					
Highest 1-hr average, ppm	0.25 ^c	0.10	0.09	0.08	0.05
Number of standard excesses		0	0	0	0
SULFUR DIOXIDE (SO ₂)					
Highest 1-hr average, ppm	0.25 ^c	0.013	0.011	0.012	0.005
Number of standard excesses		0	0	0	0
PARTICULATE MATTER (PM-10)					
Highest 24-hr average, ug/m3	50 ^c	<u>165</u>	<u>109</u>	<u>81</u>	<u>69</u>
Number of standard excesses ^e		12	15	9	5
Annual Geometric Mean, ug/m3	30 ^c	27.8	29.6	27.6	25.1
LEAD					
Highest 30-day average, ug/m3	1.5 ^d	0.10	0.05	0.02	0.02
Number of standard excesses		0	0	0	0

Underlined values indicate violation of standards.

Notes: ^a CO data were collected at the BAAQMD monitoring station at 939 Ellis Street; all other data were collected at the Arkansas Street Station.

^b ppm = parts per million; ug/m3 = micrograms per cubic meter.

^c State standard, not to be exceeded.

^d State standard, not to be equalled or exceeded.

^e Measured every sixth day.

Source: California Air Resources Board, *California Air Quality Data*, Vols. XXII-XXV, 1991-1994.

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